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Vol. XLII. No. 8.

Chicago, III., U. S. A., April 25, 1919.

RE-MARK-ABLE

For Attention To Consignments

McKENNA & RODGERS

Chicago Board of Trade

P. B. & C. C. Established - 1875 Incorporated - 1910

Peoria, III. Handling Grain on Com-

Established 1877

Langenberg Bros. Grain Co.

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Taylor & Bournique Co. **SHIPPERS** 

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Members Chicago Board of Trade GRAIN PROVISIONS
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—PEORI ST. LOUIS— 211 Merchants Exchange

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Baltimore Pearl Hominy Co.

SEABOARD CORN MILLS
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Always in the Market
Buyers of White and Yellow Corn
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111 W. Jackson St. CHICAGO

COURTEEN SEED CO. Milwaukee, Wisconsin

Clover, Timothy, Grass Seed Grain Bags

Ady & Crowe Merc. Co. Denver. Colo.

> BEANS GRAIN HAY A. & C. Poultry Feeds

WHEAT Corn-Oats-Rye

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216-218 Chamber of Commerce BALTIMORE. MD.

Ship to

DUDLEY M. IRWIN

Buffalo, N. Y.

#### SERVICE AND SATISFACTION

is given you, not only by the way we handle your orders but by our product as well. All of our forty years' experience is behind the design and construction of CALDWELL machinery.

The growth of our business is evidence of the success of our efforts to satisfy our customers.

H. W. CALDWELL @ SON CO.

CHICAGO WESTERN AVENUE

DALLAS, TEXAS

NEW YORK 50 CHURCH STREET

## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

#### AMARILLO, TEX.

Panhandle Gr. & Elvtr. Co., whsle, gr., fld. seeds.\* Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

#### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

#### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce,

Gregg & Son, J., wholesale brokers, grain, hay.\*

#### BALTIMORE, MD.

Chamber of Commerce Members,
Baltimore Grain Co., grain receivers.
Baltimore Pearl Hominy Co., cern pdts.
Blackburn & Co., C. P., grain recvirs., exporters.
Blackburn & Co., C. P., grain recvirs., exporters.
Blackburn & Co., Chas., grain, hay.
England & Co., Chas., grain, hay.
Fahey & Co., John T., gr'n receivers & exptrs.
Hammond, Snyder & Co., Inc., receivers, exptrs.
Hax & Co., G. A., grain, hay, seeds.
Lederer Bros., grain receivers.
Manger & Co., J. A., grain, seeds, hay.
Robinson & Jackson, gr. com. merchants.
Wack & Co., Henry E., grain, hay, feeds.

#### BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

#### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*
Hasenwinkle Grain Co., brkrs. of country grain.
Slick. L. E., grain.
Worth-Gyles Grain Co., cash and future grain.\*

#### BOSTON, MASS.

Chamber of Commerce Members.
Benzaquin, Matthew D., grain brokerage, com'u.\*
Cressey, Fred L., hay, grain, bkg, com.
Jaquith, Parker, Smith & Co., wheat barley milo.\*
Marden & Co., C. F., grain brokers.
Taft, R. C., grain broker.

#### BUFFALO, N. Y.

Corn Exchange Members.
Buffalo Grain Co., reevrs., fwdrs., consignments.
Churchill Gr. & Seed Co., reevrs., shippers.\*
Doorty-Ellsworth Co., Inc., brokerage commission.\*
Electric Grain Elvtr. Co., consignments.\*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.\*
Pratt & Co., receivers, shippers of grain.\*
Taylor & Bournique Co., receivers and shippera.\*
Urmston Grain Co., grain commission.\*

#### CAIRO, ILL.

#### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\* Gifford-Matthews Co., grain and grain pdts.\* King Wilder Grain Co., grain shippers.\*

#### CHICAGO, ILL.

Board of Trade Members. Co., W. P., grain commission mehts.\*

#### CHICAGO (Continued).

CHICAGO (Continued).

Mumford & Co., W. R., grain, hay, milistuffs.\*

Norris Grain Co., grain merchants.\*

Paynter, H. M., grain and field seeds.

Perrine & Co., W. H., grain and commission.\*

Pope & Eckhardt Co., grain and seeds.

Press & Co., W. G., grain, provisions, stocks, etc.

Quaker Oats Co., buyers of grain.

Rosenbaum Bros., receivers, shippers.\*

Rosenbaum Grain Co., J., grain merchants.\*

Rothchild Co., D., receivers & shippers.

Rumsey & Company, grain commission.\*

Sawers Grain Co., grain commission.\*

Schifflin & Co., P. H., commission.\*

Shaffer & Co., J. C., grain merchants.

Simons, Day & Co., grain merchants.

Somers, Jones & Co., grain and field seeds.\*

Thayer & Co., C. H., receivers-shippers.\*

Ware & Leland, grain and seeds.\*

#### CINCINNATI, O.

Grain & Hay Exchange Members.
Blumenthal, Max, grain, feed, hay and straw.\*
Brouse-Skidmore Co., grain, hay, feed.\*
Early & Daniel Co., grain, hay, feed.\*
Perin Bros., want corn.\*
Mutual Commission Co., hay, grain and feed.\*

#### CLEVELAND, O.

Grain and Hay Exchange Members.

Railey, E. I., grain and milifeed.\*
Cleveland Grain Co., The, receivers and shippers.\*
Gates Elvtr, Co., The, recers. & shprs.\*
Lake Shore Elvtr, Co., grain and feed.\*
Sheets Elevator Co., The, grain, hay, straw.\*
Shepard, Clark & Co., grain merchants.\*
Star Elvtr, Co., receivers, grain, hay, straw.\*
Strauss & Co., H. M., recers., shprs. hay & grain.\*
Union Elevator Co., The, grain and hay.\*

#### DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers. Stagner Bros., revrs. shprs. grn., hay, c. s. prod.

#### DAVENPORT, IOWA.

Davenport Elvtr. Co., receivers and shippers. Merchants Elvtr. Co., buyers-sellers all grns. Purity Oats Co., buyers of grain.

#### DECATUR, ILL.

Baldwin & Co., II. I., grain brokers.\*

#### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.\*
Crescent Flour Mills, The, wheat, corn, oats.\*
Denver Elevator. We buy & sell grain & beans.\*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.\*
O'Donnell Grain Co., wholesale grain.\*
Phelps Grain Co., T. D., wholesale grain.\*
Summit Gr'in & Coal Co., wh't, corn, oats, rye, bly.\*
Thompson Merc. Co., The W. F., wholesale hay.

#### DES MOINES, IOWA.

Marshall-Hall Grain Co., grain commission. Mid-West Consumers Grain Co., grain merchants.\* Tower C. A., grain broker.

#### DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, onts, rye.\*
Caughcy Jossman Co., grain & seeds.\*
Dumont, Boberts & Co., receivers, shippers.\*
Huston, C. R., gr., hay congmits, a specialty.\*
Lichtenberr & Son, onts, corn, hay, straw.
Simmons & Co., F. J., grain & hay.\*

#### FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.

#### FRANKFORT, IND.

Frank & Co., William, grain brokers.

#### GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

#### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

#### HASTINGS, NEBR.

Elder, Fred W., whise grain, hay and mill pdts.\* Koehler-Twidale Elevator Co., grain dealers.\* Stockham Grain Co., E., whole grain & feed.\*

#### HOUSTON, TEX.

Gulf Grain Co., grain, hay, milifeed.\*

#### INDIANAPOLIS, IND.

Board of Trade Members.

#### JACKSON, MICH.

Stockbridge Elvir., trk. buyers, alra., gr. & ads.

#### KANSAS CITY, MO.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Armour Grain Co., grain buyers.\*
Aylsworth Grain Co., receivers, shippers.\*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments & mill orders.
Clay (Frank B.) Grain Co., hedging—mill orders.\*
Christopher & Co., E. C., kafir, feterita, milo.\*
Croysdale Grain Co., B. C., kafir, feterita, milo.\*
Croysdale Grain Co., consignments.\*
Dilts & Morgan, consignments.\*
Dilts & Morgan, consignments.\*
Ernst-Davis Grain Co., consignments.\*
Fisher Gr. Co., C. V., receivers & shippers of gr.\*
Frisco Elevators Co., grain merchants.\*
Goffe & Carkener, recvs. and shprs. of grain.\*
Hall-Baker Grain Co., consignments.\*
Hinds Grain Co., The, receivers, shippers.\*
Langenberg Bros. Gr. & Hay Co., revrs., shprs.
Moore-Lawless Grain Co., consignments.\*
Moore-Lawless Grain Co., consignments.
Morrison Grain Co., grain merchants and exporters.
Morrison Grain Co., grain merchants and exporters.
Mortis Grain Co., grain merchants and exporters.
Nortis Grain Co., consignments.
Scoular-Bishep Grain Co., consignments.\*
Scoular-Bishep Grain Co., consignments.\*
Stevenson Grain Co., buyers and sellers.\*
Terminal Elevators, receivers, shippers.
Thresher Fuller Grain Co., grain commission.\*
Vanderalize-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).\*

LAKE CHARLES, LA.

#### LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

LAKE VILLAGE, ARK.
City Feed Co., The, whisi, hay, grain & feeds.

#### LITTLE ROCK, ARK.

Board of Trade Members.

H. K. Cochran Co., receivers and shippers.
Cunningham Commission Co., gr., corn products.\*
Darragh Company, hay, grain, mixed feeds.\*
E L. Farmer Co., brokers, hay, grain, mill feeds.
Monn-Burrow Brokersge Co., grain, hay millfeed.\*
George Niemeyer Grain Company.\*
J. F. Weinmann Mig. Co., wholesale gr. and feeds.

#### LIMA, O.

Pollock Grain Co., buyer grain, hay, straw. Riddle & Co., T. P., hay and grain.

#### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\* Callahan & Sons, receivers and shippers of grain.\* Edinger & Co., grain, hay, flour. Fruechtenicht, Henry, hay, grain, mill products.\*

## The GRAIN LERS JOURNAL. [Incorporated]

Vol. XLII. No. 8.

Chicago, Ill., U. S. A., April 25, 1919

Published on the 10th and 25th of each month in the interest of progressive grain and seed wholesalers. Entered as second-class matter August 5, 1898, at the post office at Chicago, Ill., under the Act of March 3, 1879.

## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA. Moon-Taylor Co., grain and hay brokers.\*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*
Buxton, E. E., broker and commission merchant.\*
Davis & Andrews Co., grain dealers.\*
Hasenwinkle Co., H. J., consignments.
U. S. Feed Co., grain, bay, millfeed.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*

Donahue Stratton Co., grain merchants.\*

Godfrey-Blanchard Co., grain receivers.\*

Kamm Company, P. C., barley and rye.\*

Lyman-Joseph Grain Co., grain shippers.

Moering Grain Co., grain and feeds.

Rankin, M. G., & Co., grain and feed.

Rankin, M. G., & Co., grain receivers & shippers.\*

Runkel & Dadmun, grain commission.\*

Taylor & Bournique Co., shprs. corn, oats, barley.\*

MINNEAPOLIS. MINN.

MINNEAPOLIS, MINN.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain comm.

Cargill Commission Co., grain commission.

Carter, Sammis & Co., grain commission.

Cereal Grading Co., grain merchants.\*

Dalrymple Co., William, gr. com.\*

Davies & Co., F. M., grain commission.

Getchell-Tanton Co., grain commission.

Godfrey-Blanchard Co., grain recvrs.-shprs.\*

Gould Grain Co., receivers & shippers.\*

Hankinson & Co., H. L., grain commission.

Lewis & Co., Chas. E., consignments.\*

Marfield Grain Co., grain commission.\*

McCaull Dinsmore Co., consignments solicited.\*

Poehler, H. & Co., grain commission.\*

Scroggins McLean Co., cron and oats.\*

Van Dusen-Harrington Co., grain merchants.\*

Woodward Newhouse Co., grain merchants.\*

Woodward Newhouse Co., grain merchants.

Zimmerman, Otto A., barley & oats my spec'lty.

NEWARK, N. J. Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

NEW YORK CITY. Produce Exchange Members.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.

Brainard Commission Co., consignments.\*

Blake, Thomas M., buyers—quote us.\*

Jones & Co., M. B., buyers—quote us.\*

Knight & Company, commission merchants.\*

Morey, L. A., grain.

Schwartz & Co., B. F., com'isn merchants.\*

Therrien, A. F., broker.\*

OKLAHOMA CITY, OKLA.

Grain Exchange Members. Convers Grain Co., grain merchants.\*
Dustin Grain Co., grain, feed, seeds.\*
Langenberg Bros. Gr. Co., grain merchants.
Oklahoma Export Co., grain commission.\*
Okla. City M. & E. Co., grain mer., mirs.\*
Rutledge Grain Co., com. merchants.
Stowers Grain Co., W. B., com. merchants. OMAHA. NEBR.

Grain Exchange Members.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.
Cope & Kearney, grain commission.
Crowell Elevator Co., receivers, shippers.\*
Dawson Grain Co., grain merchants.
Fisher Rothschild Grain Co., corn and oats.\*
Holmquist Elevator Co., receivers and shippers.\*
Kern Co., brokers & commission merchants.\*
Maney Grain Co., The, consignments.\*
Merriam Commission Co., consignments.\*
Miller Wilson Grain Co., recrs. & shippers.
Nye Schneider Fowler Grain Co., consignments.\*
Omaha Elevator Co., receivers, shippers.
Roberts Grain Co., Geo. A., grain merchants.
Stockham Grain Co., E., commission merchants.\*
Trans-Mississippi Grain Co., recvrs. & shprs.\*
United Grain Co., grain commission.
Updike Grain Co., consignments.\*
Vanderslice Lynds Co., consignments.\*
Vanderslice Lynds Co., consignments.\*

PEORIA, ILL.

Board of Trade Members

Board of Trade Members.

Bartlett Co., S. C., grain commission.\*

Buckley & Co., grain and seeds.\*

Cole Grain Co., Geo. W., grain com. mchts.\*

Conover Grain Co., E. B., grain commission.\*

Consumers Grain Co., grain receivers.\*

Dewey & Sons, W. W., grain commission.\*

Feltman Grain Co., C. H., grain commission.\*

Grier & Co., T. A., grain commission.\*

Harwood-Young Co., grain commission.\*

McGraden & Co., G. C., consignments.

McCreery & Son, J. A., wheat, corn, oats.\*

Miles, P. B. & C. C., grain commission.\*

Mueller Grain Co., receivers and shippers.\*

Rumsey, Moore & Co., grain receivers.\*

Warren Com. Co., consignments.\*

PHILADELPHIA, PA.

Commercial Exchange Members. Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*

Dunwoody Co., Ezl., flour, grain, feed.\*

Lemont & Son, E. K., hay, grain, millfeed.

Miller & Sons, L. F., grain, seeds, hay.\*

Richardson Bros., grain, flour, millfeeds.\*

Richardson, Geo. M., grain and feeds.\*

Rogers & Co., E. L., hay, straw, grain, feed.\*

Smith, Monroe A., grain and feeds.

Scattergood & Co., S. F., corn-oats.

Taylor & Bournique Co., shippers corn-oats.\*

Young & Co., S. H., wheat. corn. oats.

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

PITTSBURGH, PA.

Members Grain and Hay Exchange. Elwood & Co. R. D., hay and grain.\* Geidel & Leubin, grain and hay. Heck & Co., W. F., grain, hay, millfeed.\* Herb Bros. & Martin, grain and hay. McCague, R. S., grain, hay. Walton Co., Samuel, grain and hay.\*

PONTIAC, ILL.
Balbach, Paul A., grain buyer, all markets.
PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.\* Ryer Grain Co., wheat, corn and oats. Stephens-Smith Grain Co., grain and bag dealers.\*

PUEBLO, COLO.
McClelland Mct'l I. & R. Co., grain, hay & feed.\*
RICHMOND, VA.

Grain Exchange Members. Beverldge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Conner H. & Gr. Co., hay and grain.

SEATTLE, WASH.

Lilly Co., The Chas. H., seed merchants.\* Ryer Grain Co., wheat, corn and oats.\*

ST. JOSEPH, MO.

Grain Exchange Members.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*
Gelger Grain Co., commission merchants.\*
Gordon Comm. Co., T. P., grain dir. and broker.\*
Great Western Grain Co., buyers and sellers.\*
Holdridge Grain Co., receivers and shippers.\*
Aunt Jemima Mills Co., A. J., hominy feed.
Marshall Hall Grain Co., consignments solietted.\*
McKee Lindley & Dunn Grain Co., commission.
Mid-West Grain Co., pure soft wheat.\*
Sloan Simmons Grain Co., consignments.\*
St. Joseph Hay & Grain Co., grain merchants.\*

ST. LOUIS. MO.

Annan Burg G. & M. Co., Bour, grain, millfeed.\*
Brockman & Co., Arthur, grain commission.
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*
Goffe & Carkener Co., grain commission.\*
Graham & Martin Grain Co., grain commission.\*
Ichtertz & Watson, grain, seeds and hay.\*
Masson Hawpe Grain Co., grain merchants.
Langenberg Bros. Grain Co., grain merchants.
Langenberg Bros. Grain Co., grain merchants.
Nanson Commission.\*
Morton & Co., grain commission.\*
Picker & Beardsley Com. Co., grain & grass seed.\*
Teasdale Com. Co., J. H., recvrs. & shippers.\*
Toberman, Mackey & Co., grain, hay, seeds.\*
Turner Grain Co., grain commission.

SIOUX CITY, IOWA.

Board of Trade Members.

Board of Trade Members.

Button Co, L., C., grain commission.

Bailey, Walter H., Grain Merchants.\*

Flanley Grain Co., grain and commission.\*

King Ellevator Co., receivers & shippers.

McCaull Dinsmore Co., commission.\*

McCaull Dinsmore Co., grain commission.\*

Rumsey & Co., receivers of consignments.\*

Slaughter Burke Grain Co., receivers, shippers.\*

Taylor & Bournique Co., buyers and sellers.\*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.

TOLEDO, OHIO.

Produce Exchange Members. Produce Exonange members.

De Vere & Co., H. W., grain and seeds.\*

King & Co., C. A., grain and seeds.

Southworth & Co., grain and seeds.\*

Wickenniser & Co., John, grain revrs., shippers.

Zahm & Co., J. F., grain. seeds.\*

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders. Bruce Bros. Grain Co., Consignments. Kansas Milling Co., grain dept., wheat & corn.

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & eds.\*

The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

\*Members Grain Dealers National Association.

# Illinois Dealers All-

## **BOWMAN**

## **Sends Greetings**

to you all and will also greet your

## Consignments

with as much energy and good will.

#### GEO. L. BOWMAN

24 Chamber of Commerce PEORIA, ILL.

Phone Main 5850

#### Program for Illinois Convention.

Practically all details for the convention program have been worked out by Sec'y W. E.

Culbertson.

It had been hoped that Julius H. Barnes, pres. of the Grain Corporation, and recently appointed federal director for the handling of the 1919 wheat crop, would address the convention, but Mr. Barnes has stated that it will be impossible for him to attend.

Homer J. Smith, attorney for Williams & Williams, of Colmar, Ill., in the injunction suit against the Food Administration growing out of the 8c gross margin order of Vice-pres. Flesh, has been invited to deliver an address on this important matter. If he can find it possible to do so he should be able to give grain dealers some valuable information about the 8c margin case. the 8c margin case.

#### 9:00 a. m., Tuesday, May 6.

9:00 a. m., Tuesday, May 6.

Call to order.
Invocation by Rev. B. G. Carpenter.
Song—Peoria Board of Trade Glee Club.
Address of Welcome, Hon. E. N. Woodruff,
mayor of Peoria.
Response for Ass'n, and President's Annual
Address—J. H. McCune, Ipava.
Secretary's Annual Report—W. E. Culbertson,
Delavan.
Treasurer's Annual Report—William Murray,
Champaign.

Treasurer's Annual Report—Whilain Interest.
Champaign.
Finance Com'ite's Report—Harry Allen, Chairman, Broadlands.
Address—"Legal Matters in Connection With the Grain Business"—Wm. R. Bach, Attorney for the Ass'n.
Discussions and Questions.
New Business.

1:30 p. m.

1:30 p. m.
Address—Hon. W. J. Graham, Member of Congress.

## Harwood-Young & Company

The House of "H-Y" Service

Welcomes You to Peoria

Board of Trade PEORIA, ILLINOIS

PHILO B. MILES, Pres.

CHAS. C. MILES, V.-Pres

#### You Will Be Welcome at Our Office

Established 1875

Incorporated 1910

## P. B. & C. C. MILES **PEORIA** Illinois

#### Grain Commission Merchants

36-37 CHAMBER OF COMMERCE

JOS. C. MILES, Treas. WM. S. MILES, Sec'y GRANT M. MILES, Asst. Secy-

The name McFADDEN has been honorably identified with the Grain Business in Illinois since 1860

## G. C. McFADDEN & COMPANY GRAIN

Commission Merchants **PEORIA** 

In Every Respect RELIABLE

MEMBERS-Peoria Board of Trade Chicago Board of Trade Consignments Solicited Track bids made on request.

# Aboard for Peoria

W. H Perrine President

H. A. Rumsey Vice - Pres. and Treas.

N. R. Moore Sec'y and Mgr.

Rumsey, Moore & Co.

Receivers and Shippers

of

## GRAIN

Board of Trade Building Peoria. Ill.

Address—"The Physical Reconstruction Following Industrial Accidents," K. M. Bickel, Integrity Mutual Casualty Co.
Report of Arbitration Com'ite—H. A. Hilmer, Freeport.
Report of Executive Com'ite—E. M. Wayne, Delavan.
Report of Claims Com'ite—C. Chase Savage, Virginia

Virginia.
Report of Scales Com'ite—M. C. Hobart, Momence.
Report of Traffic Com'ite—Harry A. Rumsey, Chicago.
Report of Legislative Com'ite—G. P. Harris,

Report of Legislative Com'ite—G. P. Harris, Auburn.
Report of Membership Com'ite—B. L. Christy, Viola.
Report of Crop Reporting Com'ite—H. I. Baldwin, Decatur.
Address—"The Grain Dealer's Relation to Grain Dealers Ass'ns"—P. E. Goodrich, Winchester, Ind., Pres. Grain Dealers National Ass'n.

s'n.

New Business.
9:00 a. m., Wednesday, May 7.

Round Table Discussion—"The Handling of the 1919 Wheat Crop"—Lee G. Metcalf, Illiopolis, presiding.

Report of the Resolutions Com'ite.
Report of the Nominating Com'ite.
Election of Officers.
New Business.

Entertainment.

The Peoria Board of Trade will provide enter-tainment for ladies and gentlemen attending the convention in the Gold Room of Hotel Jef-ferson on the evening of May 6,

#### The Peoria Board of Trade.

As practically every grain dealer in Illinois will enjoy the hospitality of the Board of Trade at Peoria on the occasion of the an-Ass'n, May 6 and 7, a few facts regarding the organized market in Peoria will be interesting.

The first Peoria Board of Trade was incorComing to Peoria?

Make Your Headquarters with

## Buckley & Company

Commission Merchants

10 Chamber of Commerce

Peoria

Illinois

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NOTE.—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract. 

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We have so successfully met the dairymen's demand for a well balanced carbohydrate and high quality protein ration in these two feeds that dealers who handle them find them to be excellent business builders.

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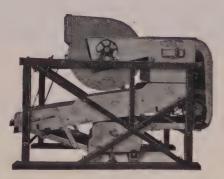
Write today for our "Business Building Plans for Feed Dealers"—let us tell you about our FREE advertising service that will enable you to "cinch" the feed business in your territory.

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Durable, thorough in operation, and will stand up under a heavy strain. The U. S. has one powerful fan which is under control of the operator at all times, and makes less spouting to build. It can be driven from either side, has two air separations, dustless, light running, all journals run cool, is strong and durable and, in fact, is built to give entire satisfaction.

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#### The Constant Safety Manlift

Ball bearings. Easily operated. Strong and durable. Equipped with either Manilla or Steel Cable Hoisting rope.



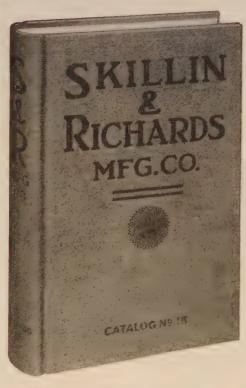
#### THE "U. S." CORN SHELLER

Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

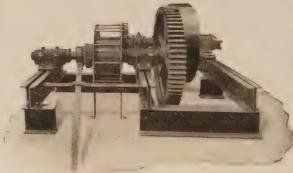
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No excuse for cracked corn when you use the U. S. Corn Sheller.
Send for further particulars.

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Capacity
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THIS carpuller, as well as many other interesting articles, is fully described in catalog. If your elevator is not already equipped with a carpuller we would advise you to purchase one. It saves time, money and worry.

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HERE'S profit in pushing Sucrene Poultry Feeds. Poultry raisers know them and believe in them. More of the big poultry raisers are now buying Sucrene Feeds in large quantities than ever before, because they find these feeds dependable for quality, economy and

## A Line of "Repeaters" With a Steady "Pull"

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#### We Fill All Orders Promptly

Our 10-cars-per-day capacity for manufacturing poultry feeds, and our big fire-proof elevator, were unimpaired by the recent fire, and are operating to full capacity.

Wire us for prices today. There is a big advantage in early action.

Mills: Peoria, Ill., Owensboro, Ky.

Branches: Philadelphia, Pa.; Cleveland, Ohio; Boston, Mass. Address Main Office at Peoria, Illinois



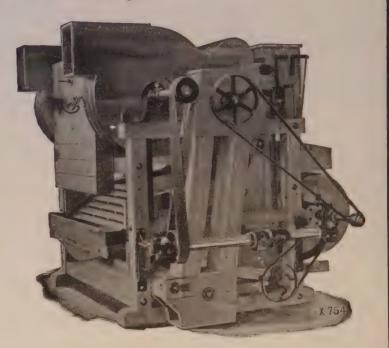




## Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

HUNTLEY MFG. CO.
Silver Creek, N. Y.



## Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—Wanted" Department
This Number.

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COMPLETE SET FOR \$5.00

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Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Bach page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2} lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 km 16 inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 33 lbs.

#### GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, III.

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Owing to the reduction of stocks incident to placing Leviathan-Anaconda on a peace basis, it is possible today to purchase these belts at a price about equivalent to that of ordinary belts. Usually Leviathan-Anaconda prices are about 75% above these belts.

This price is about 25% under standard grades of rubber belting, whereas ordinarily Leviathan-Anaconda brings 10% in excess of rubber prices.

These prices are temporary and are solely to reduce the excessive war inventory of Leviathan-Anaconda stocks.

Leviathan-Anaconda are the standard belts for heavy duty. Under ordinary circumstances you pay higher for them at the start but they cost you less.

We can tell you why 90% of belts give out instead of wear out.

We can show you why a belt built as Leviathan is built carries its load at the lowest cost.

We can give scientific reasons for the records of Leviathan.

This is an opportunity which will be recognized by every live superintendent in the country. Write for particulars.



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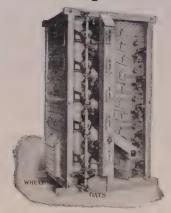
NEW YORK BOSTON CHICAGO PITTSBURGH ATLANTA SAN FRANCISCO

Birmingham, England, Paris, France Bulle, Switzerland Kristiana, Norway Johannesburg, South Africa Petrograd, Russia Havana, Cuba

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## The RICHARDSON Oat Separator



#### Is in a Class by Itself

Separates to Perfection

WILD OATS FROM WHEAT WHEAT FROM TAME OATS SUCCOTASH

No Wheat Lost in the Oats—Used in Every Terminal—Durable—Economical

Write for Catalogue

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Handle Operated

Made of special cold rolled steel, heavy enough to be an absolute protection against fire and burglars. Patented mechanism closes doors automatically in case of fire. All sizes available up to 40 feet wide and 100 feet high.

Special designs and specifications prepared by our Engineering Department for the asking. We also make Metal Roofing, Steel Lockers, Portable Buildings, Metal Bins, Metal Shelving, etc.

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Wasteful methods and Machinery—are the wind. Failure—is the whirlwind.

Your own best interests demand that you equip your plant with Bauer "Scientific" labor, time, lubricant and power saving machinery.

Competition with other mills, modernly equipped, compels the installation of modern, waste saving machinery in your Plant.

The BAUER "SCIENTIFIC" BALL BEARING ATTRITION MILL anticipates every demand for economy and efficiency. A VERITABLE "WIND BREAK" WHEN BLOWS THE ADVERSE WINDS OF BUSINESS LIFE.

The man who knows—chooses the BAUER "SCIENTIFIC."

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506 Bauer Bldg.

Springfield, Ohio, U. S. A.

## THE HUMPHREY SERVICE BELT ELEVATOR



SPEEDS UP PRODUC-TION, enables your men to do more work in the same time without useless waste of energy.

STANDARD EQUIP-MENT of the largest mills and elevators in the country for the past thirty years.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

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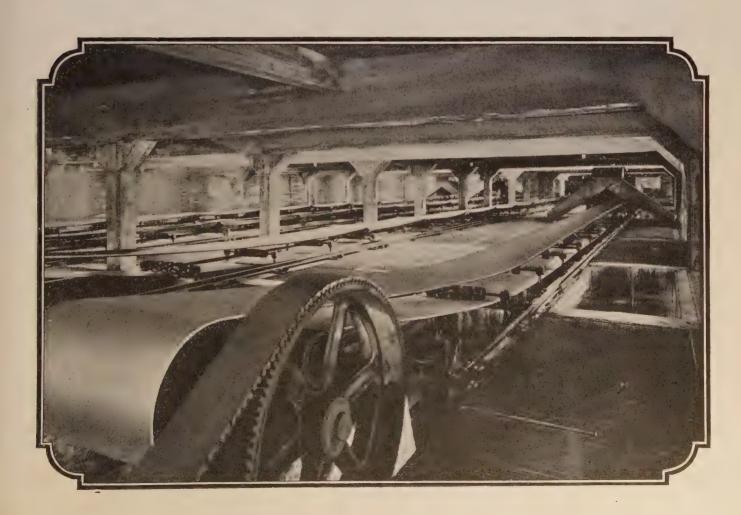
Faribault,

Minnesota

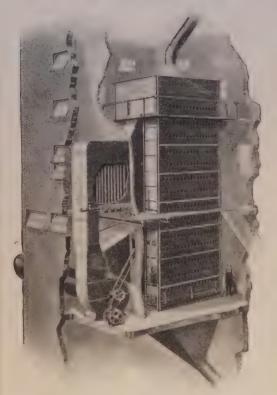
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A United States Conveyor Belt made especially for your type of work reduces your tonnage cost and insures perfect satisfaction.

## **United States Rubber Company**



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There is a reason why these driers have been installed in many representative grain elevators during the past five years. Briefly, they cost less to operate, they dry the grain more evenly and the grain appears, after passing through one of these machines, the

## -Same as Sun-Dried

The principle is right, the size is right and the price is right. The new intermittent discharge is positive and automatic in operation. The gates have wide openings and cannot choke.

Write for descriptive literature.

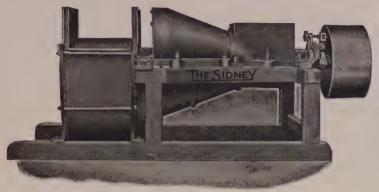
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Pillsbury Elevator

Westinghouse Motors In the Grain Elevator Westinghouse Type CS Motors are exceptionally well adapted for drives in grain elevators, and can be simply and conveniently applied. They are strong mechanically and possess liberal shaft and bearing sizes. The windings are well braced—while the rotor is practically indestructible. Westinghouse Motors accomplish savings in building construction, on power cost and on maintenance—they assure a cleaner mill with less spoilage and a drive that is al-Westinghouse Type CS Motors ways dependable and available. Driving distributing belts in

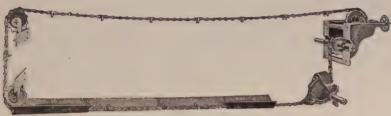
Westinghouse Electric & Mfg. Co. East Pittsburgh, Pa.

Write our nearest office.



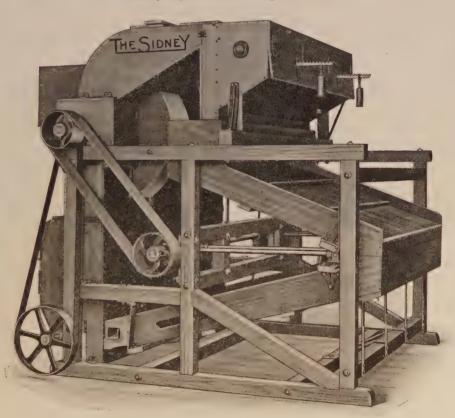
Sidney Combined Sheller and Boot, without take-ups on boot.

A combination of our regular sheller and standard cast iron elevator boot requires no expensive hoppering and eliminates deep tank or pit under the elevator. Guaranteed to work successfully on corn in any condition.



Sidney Style B Grain Drag

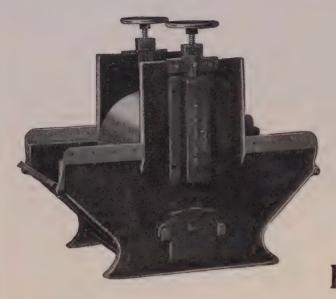
Cast iron lining and wrought iron return track included. The chain fits the box lining perfectly, so that it cleans the drag, and where used for different kinds of grain there is no mixing of grain.



The Double Shoe Corn and Grain Cleaner will separate corn from cobs and clean the corn perfectly. It also is guaranteed to clean oats, wheat, rye and barley. Operation very simple. Shoes driven by opposed eccentrics, forming a counter balanced drive, and eliminating vibration.

Sidney Double Shoe Corn and Grain Cleaner

THE PHILIP SMITH MFG. CO. OHIO



## From Boot to Loading Spout We Can Fit Your Elevator

Western grain elevator equipment is more widely used than any other make. It is not an experiment. For 40 years we have been meeting the grain man's requirements. Western devices and machinery are the accepted standards among practical grainmen.

## THE WESTERN LINE

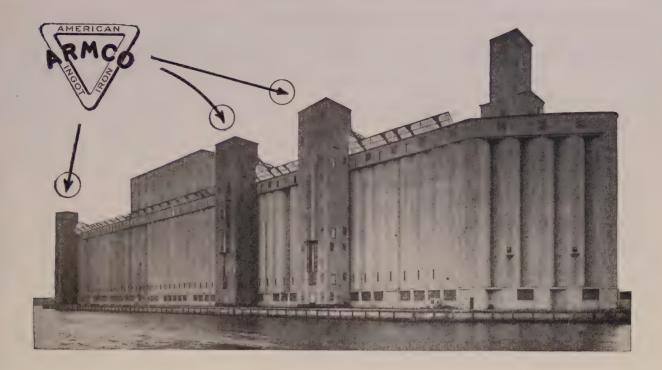
Comprises every known device necessary for the complete and efficient handling of grain.

If you haven't our catalog, you had better send for it today. It may suggest something that will make you money.

#### UNION IRON WORKS

Makers of "Western Line" Equipment
DECATUR, ILLINOIS





## Marine Towers that Stand

The Concrete-Central Elevator at Buffalo is probably the most talked about elevator in the world. Starting with a single unit of 1,000,000 bushels in 1915, The Monarch Engineering Co. built additions to the Concrete Elevator in 1916 and in 1917, bringing the total capacity to 4,500,000 bushels.

The rapid growth of the Buffalo market as the eastern lake terminal for shipments from Fort William, Port Arthur and other points at the head of the lakes, made necessary the construction of 3 marine towers for the Concrete Elevator. Each tower was designed to receive grain from boats at the rate of 26,500 bushels per hour.

Marine towers are usually built on tracks so they can be shifted to and from the holds of vessels. To make them of light construction, yet durable, The Monarch Engineering Co. built of structural steel and sided with Armco Iron. These towers, 145 feet high, are exposed on all sides to the sleet and rain, and to the disintegrating effects of the gaseous smoke from grain boats. It's natural then that engineers like The Monarch Engineering Co. should insist upon

## ARMCO IRON

Armco Iron has stood the test under the most trying atmospheric conditions of grain elevator operation.

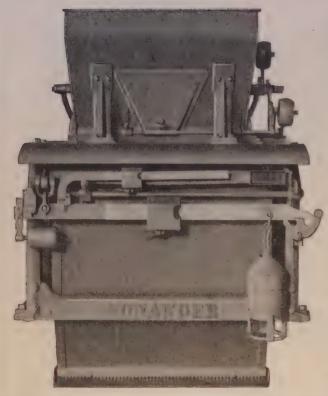


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The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

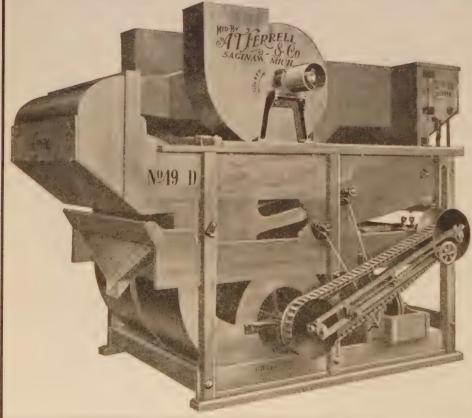
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When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

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This is an excellent machine for cleaning clover, timothy, flax and all kinds of fine seeds, also grain, beans or peas. It has two screens with roller bearing brushes under each screen and is strictly up-to-date in every respect.

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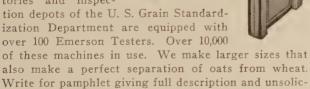
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Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat eliminates all guess work, all disputes between buyer and seller are settled on the spot.

Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspec-



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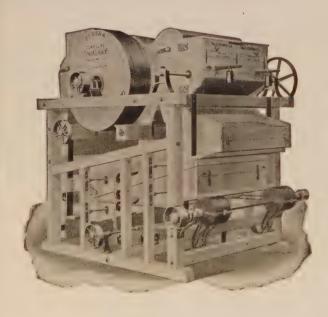
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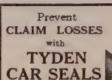
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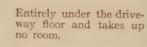
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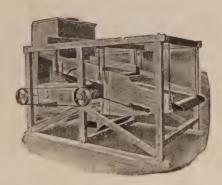




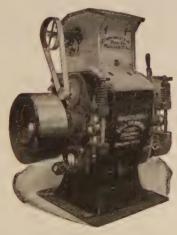
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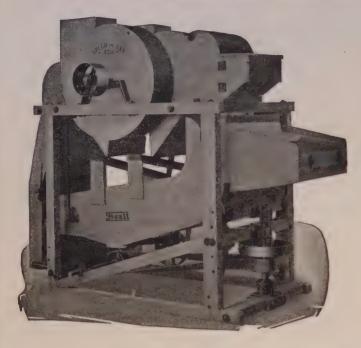
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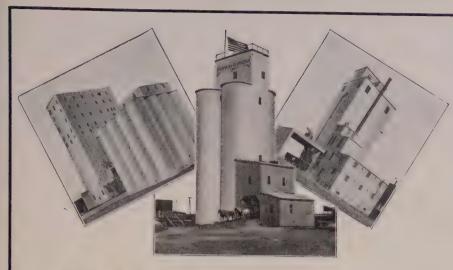
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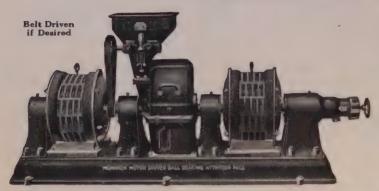
GRAIN DEALERS JOURNAL May 10th, 1919

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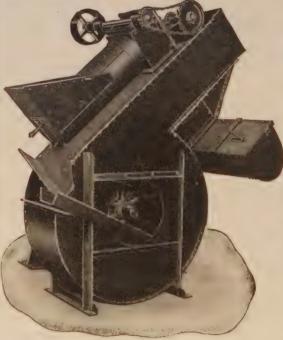
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Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively NON-CHOKABLE; that's why you will not have any trouble. They will at the same time they handle the grain, MAKE BETTER GRAIN. Let us tell you WHY.

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Combined Grain Cleaner and Pneumatic

## Car Loader

become acquainted with any user. We will gladly send list.

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It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after staring.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

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305 So. La Salle Street Chicago, Ill.



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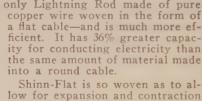


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Lightning Can't Strike IF Shinn Gets There First



# THE VALUE

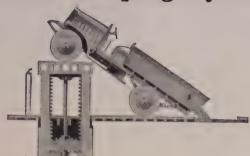
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### BALLINGER & McALLISTER **ENGINEERS AND CONTRACTORS**

Grain Elevators Driers Coal Chutes Wood or Concrete UNITY BLDG., BLOOMINGTON, ILL.

### BIRCHARD

CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
Operation and Maintenance
1129 J Street LINCOLN, NEB.

Decatur Construction Co.

ENGINEERS AND BUILDERS OF GRAIN ELEVATORS

510-512 Wait Building DECATUR

ILLINOIS

F you wish to build your elevator right, my eighteen years experience is at your command.

C. E. BIRD & CO.

MINNEAPOLIS

**MINNESOTA** 



R. E. Jones Co., Wabasha, Minn.

We have the most complete organization in the Northwest for the construction of

### GRAIN and COAL ELEVATORS

T. E. Ibberson Company MINNEAPOLIS, MINN.

CHICAGO, ILL.

# HICKOK Construction Co. MINNEAPOLISE

& SPOKANE

# THE VALUE

### OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

### Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance

of making errors by posting from original entries.

The book is ruled with column headings as follows:
Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$8.00.

GRAIN DEALERS JOURNAL 305 So. La Salle Street



# **JACKS** For Lifting Concrete Forms 12 Years of Service Over 4,000 in Use NELSON MACHINE CO. WAUKEGAN, ILL.

# L. N. COPE & SON

GENERAL CONTRACTORS



DECATUR ILLINOIS

> Builders of

Concrete Elevators

> Any Size Any Place

Write us for Estimates on Any Class of Buildings

#### NEWELL CONSTRUCTION CO.

CONTRACTORS, DESIGNERS AND BUILDERS

Also Jobbers of

ELEVATOR AND MILL SUPPLIES

430-432 Granby Bidg.

CEDAR RAPIDS

IOWA

### A. F. ROBERTS ERECTS CORN MILLS WAREHOUSES FURNISHES PLANS

# White Star Co.

WICHITA. KAN.

BUILDERS of Good Elevators

WRITE US ABOUT THE PLANT YOU HAVE IN MIND

### MILLER, HOLBROOK, WARREN & CO.

DESIGNING ENGINEERS Reinforced Concrete Elevators

Large or Small

Millikin Building DECATUR, LLL.

### D. F. HOAG & CO.

Designers and Constructors of

#### GRAIN ELEVATORS

Corn Exchange, Minneapolis

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capac-ity with less power, and positive Non-Chok-able working leg. Let us show you.

433 Ramge Bldg., OMAHA, NEBR

### A. G. BOGGESS

Builder of

GRAIN ELEVATORS

and Coal Pockets
Phone F. 282
P. O. Box 166
DECATUR, ILL.

# Big Business is Just Ahead of You



Unusual Demand for Coal Handling Machinery A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and More Business too? Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

#### G-W Wagon Loaders

Solves the Loading Problem Send for Catalog 16G.



GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington Street Works: Hudson, N. Y.

### L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity 523 Board of Trade Bldg., Indianapolis, Ind.



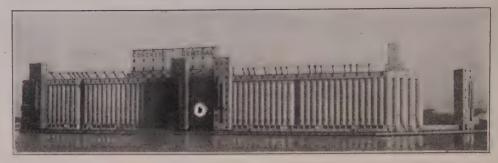
Burrell Built Elevators are Betterthe kind you need Burrell Eng. & Cons. Co. Chicago Portland, Ore. Oklahoma City

### Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu. One of the modern houses which has made a record for rapid and economical handling

### MONARCH ENGINEERING CO.,

BUFFALO, N. Y.

### THE MOST MODERN ELEVATOR IN

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

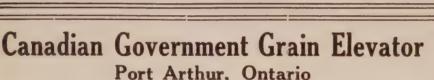
JAMES STEWART @ CO., Inc.

Capacity 5,000,000 Bushels

Designers and Builders **GRAIN ELEVATORS** IN ALL PARTS OF THE WORLD GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg. CHICAGO

W. R. SINKS, Manager



Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

### Barnett-McQueen Co., Limited

OFFICES (FORT WILLIAM, ONT. DULUTH, MINN. MINNEAPOLIS, MINN.





Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

> Designed and built under the direction of

# Folwell-Ahlskog Co.

McCormick Bldg. -Chicago, Ill.

Write us for Estimates and Proposals



# Elevator No. 2

# Manchester Ship Canal Company

Manchester, England

1,500,000 Bushels

#### John S. Metcalf Co., Ltd., Grain Elevator Engineers

54 St. Francois Xavier Street MONTREAL, CANADA

108 South La Salle Street CHICAGO, ILL., U.S.A.

395 Collins Street MELBOURNE, AUSTRALIA 36 Southampton Street Strand LONDON, W. C., ENGLAND

### FEGLES-BELLOWS ENGINEERING CO.

#### **ENGINEERS—CONTRACTORS**

GRAIN EXCHANGE, FORT WILLIAM, ONT. UNION BANK BLDG. WINNIPEG MAN.

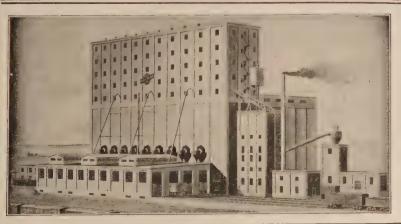
#### THIS IS WHAT WE DID IN 1917

500,000 Bu. Firepreof Elevator, C. G. By., St. John, N. B. 175,000 Bu. Firepreof Elevator, Western Terminal, Ft. William \$00,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William 1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man. Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man. Complete Fireproof Plant—Mill, Warehouse and Elevator—for the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcons Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



1 he 1,250,000 Bushel

### C. & N. W. Elevator

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

### WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof MILLS AND ELEVATORS

### C. E. DAVIS & CO. **PAINTERS**

Grain Elevators a Specialty We Carry Liability Insurance

Building, Repairing and Painting—Machine Setting and Foundations—Corrugated and Plain Steel Covering—Coal Elevators

SWEET BROS.

ELEVATOR CONTRACTORS

Grand Forks, North Dakota

Our Work is Guaranteed

#### WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

### J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

### Combination Truck and Wagon Dump

Our dump can be placed under any scale platform. It dumps trucks, wagons or sleds of any size or weight to an angle of thirty-three degrees, positively allowing the grain to run into the pit as quickly as the end gate of wagon will allow. It can be connected to any line shaft or operated by the power you now have. Our dump is operated without any manual labor. The simplicity and positiveness makes it safe enough for a child to operate. It meets all your requirements without any additional expense of operation for maintenance. Your present runway needs but little alteration and the grain can be dumped directly into the pit, over the end of scale or

Send for catalog giving full particulars and prices.

### EDWARD R. BENSON CO.

312 Grain Exchange Building

Sioux City, Iowa

### Grain Shipping Ledger

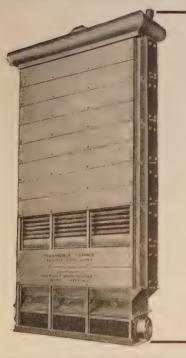
Form 24. An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 101/2x151/2 inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.00.

#### GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.



A DRYER that will dry grain to a predetermined moisture content leaving it sweet, bright, unbroken and attractive, looking like natural dried grain, without parching, blistering, discoloring or otherwise changing its character or condition, EXCEPT TO MAKE IT BETTER

# Invincible Grain Cleaner Company

Silver Creek, N. Y.

## WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

### To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.



### Triumph CORN SHELLER

A self contained corn sheller built entirely of iron and steel. Shells corn thoroly without breaking the cob or the kernels and takes little power. Well built and dependable, yet moderate in price because of its simplicity. Ask for our catalog.

Delivery from stock

THE C.O.BARTLETT E INOW CO. MAIN OFFICE E WORK/:CLEVELAND OHIO,U.J.A.

S PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

### New York Belting & Packing Co.



# Too Many Buyers

Read this letter received from Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa,

Chicago, Ill. Gentlemen: — You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of deal for a motor, both research your Journal containing our ad.

Yours very truly,

COOK BROTHERS.

#### Here are the ads referred to

#### MACHINERY FOR SALE

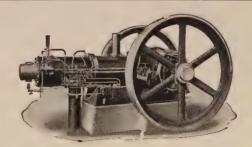
FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

#### DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Wood-ward, Iowa.

This is only one of many instances where the "WANTED-FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

> These ads cost but 20c per type line each insertion.



# Muncie Oil Engine

Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting-Self-contained—Automatically governed.

#### STUDY THESE FACTS

Lower Fuel Cost More Power Closer Regulation Steadier Power No Shut-downs Greater Reliability Lower Up-keep Fewer Repairs

Write for proof of these facts

ENGINE CO. MUNCIE OIL

518 JACKSON STREET

MUNCIE, IND.



Prevent Leakages Avoid Claims Saves Money

Used by Thousands of Progressive Shippers

MADE BY

# THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA



IMPORTANT!

Askerosene is cheaper than gasoline, a great saving in operating cost can be effected by equipping your Otto with our kero-sene burning attach-ment. Also — USE

OTTO ENGINE OIL

MAGNETOS

"An engine which maintains a saving in fuel with a minikeep, in face of years of steady ser-

mum cost for up-

vice under both light and heavy loads." This is what one man wrote about Otto Engines, and a hundred thousand other users have found that to be the case with

#### OTTO Gas and Gasoline **ENGINES**

Stock designs up to 40 H.P. are ready for early delivery.

OTTO ENGINE MANUFACTURING CO.



3219 Walnut Street Philadelphia, Pa.

15-17 South Clinton Street Chicago, Ill.



A Tester Wants a Job

in your plant. These clut-ches will save you money, power, time and trouble. card Investigate today. A car brings our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples. ST. LOUIS PAPER CAN AND TUBE CO. ST. LOUIS, MO.

# CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other cede used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00. Universal Grain Code, the most com-

Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

Millers Code, designed especially for the milling and flour trades. Size 3%x 6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

#### GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, III.

## IMPROVED DUPLICATING GRAIN TICKETS

A book of 250 leaves for record of grain purchased by Federal Grades. Each of the 125 original leaves of white bond paper bears four scale tickets spaced as shown in engraving herewith, is machine perforated. Size of ticket 3x63/8 inches, or double the size of cut.

The 125 duplicates are printed on manila, but not perforated.

Check bound at top of tickets with hinge top cover, 500 tickets in each book, arranged horizontally. Size of book, 7½x12 inches, each book supplied with 5 sheets of good carbon.

The printing is crosswise the ticket and spaces are provided for the necessary entries in their logical order.

Order Form 19GT. Price \$1.10.

		UWNER
HAULER		
GRAIN	GRADE	DOCKAGE
		C/K
GROSS		
TARE		
NET		
TOTAL DOCKAGE		
NET POUNDS		
BUSHELS		
PRICE	AMOUNT 8	
STORAGE TICKET	NO.	
CHECK NO.		
		STATION
NO.		19
		WEIGHER
		O. C. C. D. W. C. D. D. W. C. D. D. D. W. C. D.

Ticket is twice size of cut.

GRAIN DEALERS JOURNAL

305 So. LaSalle St.

Chicago, Ill.

# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

#### ELEVATORS FOR SALE.

GRAIN ELEVATOR, NEW AND MODERN. Texas Panhandle, fine wheat. For quick sale will sacrifice. F. T. Ward, Box 787, Wichita, Kas.

30,000 BU, ELEVATOR for sale complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

6,000-BU. GRAIN ELEVATOR for sale; Iron Clad. Also my residence. Address Joe Hart ter, Berwick, Kansas.

60,000 bu. CENTRAL ILLINOIS ELEVATOR, located on private ground. Cheap if sold soon. Address Central, Box 6, Grain Dealers Journal.

GRAIN ELEVATOR for sale. Also three fine business lots and 40 acre farm with fine residence. Address E. Hauterbrook, Green Bay,

ELEVATOR COAL SHEDS, Tool House and Store Room. Located in Northern Indiana. Built 4 years. Address Chas. Branstrator, Ft. Wayne, Ind. R. 8.

30,000 BU. ELEVATOR, GOOD CONDITION. At real grain point. Reason for selling Central Illinois—owned land. Address Central, Box 7, Grain Dealers Journal, Chicago.

NEW 10,000-BU. ELEVATOR. Coal bins, 250 tons storage capacity, 30 miles from Amarillo, on main line Sante Fe Ry. No trades. W. L. Brodie, Umbarger, Texas.

FOR SALE or exchange for town property or farm, an Ohio country Elevator handling 300 cars of grain, hay and merchandise. Price \$4,500. Address Right, Box 8, Grain Dealers

25,000 BU, CAPACITY ELEVATOR AT MAX. N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

30,000-BU. ELEVATOR in good condition at a station on the Wabash R. R. in central Ills. handling 450,000 bu. of grain annually. One good competitor. Coal and farm machinery business goes with it. Address Hurry, Box 8, Grain Dealers Journal, Chicago.

NEBRASKA 10,000 BU. ELEVATOR including residence and about 25 acres of land. Both in excellent condition. Located in best farming section of Neb. Only elevator in town. ing section of Neb. Only elevator in town. Good territory. Address Only, Box 7, Grain Dealers Journal, Chicago.

WILL SELL OR EXCHANGE for Grain Elevator in N. D. or Montana a general merchanvator in N. D. or Montana a general merchandise store, now running consisting of Groceries, Hardware, Dry-goods, Shoes, etc. Only store in town. Inventory run \$7,500 on Jan. 13th, '19. U. S. Postoffice in store building. All is nearly new. The buildings, including lot they stand on, are worth \$3,550. For quick sale or trade on this snap, address Lybeck Grain Co., Karlswick.

GOOD MODERN ELEVATOR PROPERTY for sale. 40,000 bu. capacity; 5,000 capacity for ear corn. One 12 in. Cup Leg and one 10 in. ear corn. One 12 in. Cup Leg and one 10 in. Cleaner; 5 ton dump scale; 6,000 lb. Hopper weigh out Scale. Mouse proof Feed Warehouse. Best location in good town of 1,500 people, in S. W. Minn. Handles annually 125,000 bu grain and 800 tons of coal. Plant operated by electricity or Gas Engine, both installed. Entire plant in excellent repair. Would cost \$10,000 to build. Will offer for sale during the month of April only, for \$7,500. No trades considered. Address Minn., Box 7, Grain Dealers Journal, Chicago, Ill.

#### ELEVATORS FOR SALE.

FOR SALE OR LEASE-8,000-bu. elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

#### MILL & ELEVATOR FOR SALE.

#### IN THE DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF ILLINOIS.

Southern Division.
L. E. SLICK & COMPANY, ]

In Bankruntev

Bankrupt.

TRUSTEE'S SALE IN BANKRUPTCY.

The undersigned will sell at public auction to the highest bidder on the terms hereinafter set forth on Saturday, May 10, 1919, at two o'clock p. m., on the premises at the junction of Washington Street, on the C. & A. Railroad, Bloomington, Illinois, the following described property:

ELEVATOR.

Concrete and steel constructed elevator of 125,000 bu. capacity. Elevator equipped with one large Richardson Hopper scale, one Automatic Scale, Oats Clipper, Corn Cleaner and five thousand bushel Ellis Grain Drier. Elevator has loading and unloading capacity of twenty-five cars per day, also has wagon dump for receiving grain by wagon. All elevator machinery motor driven.

MILL.

Mill building of brick and stone construction 54'x60', consisting of basement and four floors, has a capacity of 800 barrels corn goods and forty tons of feed per day. Mill is equipped so it is possible to make corn grits, cream meal, standard meal, corn flour in addition to the feed, all at one run if desired, and is so arranged that nearly every stream can be turned into two or more different products as desired to make grades or granulations wanted, or to meet varying grades of corn.

Equipment consists of seven stands of rolls, two steam driers, three degerminators, sifters, aspirators, and reels and has complete roll suction. Entire mill has been recently overhauled and is in good condition. Mill also has feed mixing plant in connection with a capacity of three cars mixed feeds per day. All mill machinery motor driven. There are four warehouses in connection with approximately 7,000 square feet of floor space, also garage, which will accommodate three motor trucks.

Also Lots Twelve (12), Fifteen (15), Sixteen (16) and forty (40) feet off the West side of Lot Seventeen (17) in the Re-survey of Cox's Subdivision of Lot Twenty-one (21) in the North half (N½) and of Lot Eleven (11) in the South half (S½) of Section Five (5), Township Twenty-three (23) North, Range Two (2) East of the Third Principal Meridian in McLean County, Illinois, on which said plant is situated.

And also all easement rights in the follow-

County, Illinois, on which said plant is situated.

And also all easement rights in the following described real estate: A part of Lot Two

(2) in Block One (1) of Loehr's 1st Addition to the City of Bloomington, described as follows: Commencing forty (40) feet West of the Southeast corner of said Lot Two (2), thence West four (4) feet, thence North ninety-five (95) feet, thence East four (4) feet, thence south ninety-five (95) feet to the place of be-

south hinety-live (3) feet to the place of beginning.
TERMS: 10% cash on day of sale, balance cash on approval of the sale by the Referec.
Fremises are clear of all liens. Abstract of title will be furnished brought down to date

For further particulars, call on or address
EVERETT W. OGLEVEE.
Trustee for L. E. Slick & Co., Bankrupt.

#### ELEVATORS WANTED.

FINE IMPROVED ALFALFA LAND, Will exchange for Elevators. D. J. Reiter, Sentinel,

ELEVATOR WANTED, CENTRAL ILLI-NOIS preferred. Write full details first letter. Boughton Bros., Wellington, III.

WANT TO LEASE MONTANA ELEVATOR. Give full particulars. Address A. M. Markuson, Forsyth, Montana.

WANTED, to exchange town income property for one or two elevators. Addres Grain Dealers Journal, Chicago. Address H. A., Box 2,

WILL EXCHANGE 320 ACRES Kiowa County, Kansas land for Illinois Elevator, 125 acres now in wheat, 80 acres will be plant-ed in corn. Exchange, Box 8, Grain Dealers

WANTED-To buy for cash, first-class elevator showing good volume of business in central Indiana. Address C. A. B., Box 1, Grain Dealers Journal, Chicago.

AN ELEVATOR located in Central Iowa preferred. Give price and particulars first letter. Address General, Box 6, Grain Dealers Journal,

WILL EXCHANGE WELL IMPROVED 640 CRE farm in Lamour Co., N. D. for elevator ACRE farm in Lamour Co., N. D. for elevator and coal business. What have you? Speicher Grain Co., Urbana, Ind.

#### BUSINESS OPPORTUNITIES.

ONE OF THE OLDEST WHOLESALE GRAIN and Hay Concerns in the West now the market on account of recent death of a stock-holder owning controlling interest. This plant is located in one of the West's largest cities and the business done by this company is in and the business done by this company is in the neighborhood of two million dollars a year. The prospects for increasing this business are unlimited. Full particulars will be furnished responsible applicants on request. Quick action is necessary in order to close an estate. Address Trust, Box 6, Grain Dealers Journal, Chicago.

THE ONLY HARDWARE STORE in town; best location in town. In the best farming country in Missouri. Stock and fixtures \$6,000. Reason for selling, other business. R. C. Holland, Agency, Mo.

#### ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE-Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your prop-John J. Black, 57th Street,

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

#### COLLECTIONS.

WE COLLECT FROM DELINQUENT DEBTORS. No collection, no charge. Quick action. Prompt remittance. Write for terms. Mercantile Adjustment Agency, Union, Ohio.

## The GRAIN FALERS JOURNAL.

#### MILLS FOR SALE.

FIVE-STORY BRICK MILL built on solid rock foundations in center of village of Attica, New York. Only mill in immediate locality; large trade. Water power; two turbine wheels, three attrition mills, three high-roller mill, other machinery. Chesbro Bros., Attica, New York.

50-BBL. FLOUR AND FEED MILL located in a good farming country. Good water power, also engine as good as new. 20 acres pasture land; good barn; 7-room house and some outbuildings. Will take some land as first payment, terms on balance. Address J. H. Lease, Pinckney, Mich.

FULLY EQUIPPED FEED MILL. complete equipment for manufacturing 30 varieties of cattle, horse, chicken and hog feeds Capacity 250 tons daily. Good condition and now in operation. Advantageously located in Chicago. Will sell at ¾ of cost to build. Write for further particulars to Mill, Box 8, Grain Dealers Journal, Chicago.

#### MALE HELP WANTED.

GRAIN SOLICITOR with experience in Illinois. Give references. Address Cooke, Box 8, Grain Dealers Journal, Chicago.

A MAN EXPERIENCED in running Bean Machinery and buying beans from farmers. Bad Axe Grain Co., Bad Axe, Michigan.

GRAIN SOLICITOR WANTED for Iowa of-Address Harrison, Box 7, Grain Dealers Journal, Chicago

MANAGER FOR FARMERS ELEVATOR.

Must be experienced and furnish reference.

Farmers Equity Exchange, Van Buren, Ind.,

L. M. Hydorn, Sec'y and Treas.

MANAGER FOR GRAIN BUSINESS AT COUNTRY STATION. Must be experienced. Give references and state salary wanted. Address Cipher, Box 8, Grain Dealers Journal, Chi-

WANTED: EXPERIENCED GRAIN SOLICI-TOR—One with trade preferable—Illinois and Indiana. Good opportunity for right party. Address Wabash, Box 7, Grain Dealers Journal.

EXPERIENCED GRAIN MAN as MANAGER for strictly commission firm, selling grain or exchange. Must be familiar with Indianapolis Cincinnati and adjacent markets. Address Sell Box 8, Grain Dealers Journal, Chicago.

MANAGER FOR FARMERS' EXCHANGE doing Grain, Coal, Tile and Feed business. Begin June 1st. Send sealed bid with reference for May 3, 1919, meeting. We may reject any or all bids. J. P. Stow, Pres. Board, Burt, Ia.

3 EXPERIENCED BUYERS FOR COUNTRY STATIONS in the Panhandle of Texas and Eastern New Mexico. Must be familiar with Maize and Kaffir and Hard Wheat grades. Salary to begin \$100 and 10% of net profits. Address Clovis Mill and Elevator Co., Clovis, New

EDITORIAL ASST. WRITER who understands the grain business. Write full particulars, age, education, experience, salary. Address Editor, Box 6, Grain Dealers Journal,

#### SALESMAN WANTED.

YOUNG MAN of good education and char-YOUNG MAN of good education and character to travel South Eastern territory as representative of one of Inciana's leading mills. Splendid opportunity for the right man. Must have experience in the sale or manufacture of corn meal and corn products. Give full particulars in first letter. Reference required. Box 468, Lawrenceburg, Indiana.

#### SITUATIONS WANTED.

POSITION AS FLOUR AND FEED SALES-MAN. E. W. Cox, 325 N. Elder, Indianapolis, Ind.

WANTED-POSITION AS SOLICITOR, 17 yrs. experience in the grain business. Address Seton, Box 7, Grain Dealers Journal, Chicago.

PRIVATE WIRE OPERATOR desires position in charge good office. Address Experienced Operator, Box 7, Grain Dealers Journal,

POSITION AS MANAGER OF ELEVATOR and what other business there may be connected with it. 28 yrs, of age, married, have small family. Had 5 yrs. experience. Address Anon, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of an elevator, 15 yrs. experience in Grain, Coal, Flour and Feed. Good references. 50 yrs. of age. Married. Good Bookkeeper. Address Steady, Box 4, Grain Dealers

AS SUPT., 30 YRS. EXP., rail or water termial houses. Thoroly conversant with elevator construction, equipment and operation handling grain. Oat purifying specialty. Address Supt., Box 6, Grain Dealers Journal, Chicago.

BY EXPERIENCED GRAIN BUYER, managing Elevator or Buying Grain, Western Mon-tana or Idaho preferred. References and Bond. Address Western, Box 7, Grain Dealers Journal. Chicago

AS MANAGER OF AN ELEVATOR. had 6 yrs. experience. Best of references. Married. Steady worker. Employed, but have good reason for wishing to make a change. A. C. Klauman, Morrowville, Kans.

BY EXPERIENCED elevator manager. handle coal and lumber. Able to buy, sell and hedge sales against cash purchases if necessary. Prefer Ill., Ind. or Ohio. Address Indiana, Box 8, Grain Dealers Journal, Chicago.

AS MANAGER WITH LINE HOUSE, or Farmers Elevator Co., 4 yrs. experience with Line and Independent, and 6 yrs. with Farmers. Experienced in side lines and live stock. References furnished. Address W. J., Box 6, Grain Dealers, Lewing, Chieses erences furnished. Address Dealers Journal, Chicago.

WITH A GOOD COMMISSION or merchandising grain firm. Have had several years' experience in the mid-west as solicitor. Want larger opportunities than present position offers. Address Reliable, Box 8, Grain Dealers Journal, Chicago,

YOUNG MAN HAVING HAD 5 YRS. experience at country elevator work and 2 yrs. at terminal elevator wishes to get back to country elevator. Can give good references and bond. Prefer Iowa or Nebr. but will consider So. Dakota or Minn. Address Iowa, Box 7, Grain Dealers Journal, Chicago.

BY A GOOD TRADER, 29 yrs. of age, thoroly experienced Farmers and Line Elevators, Coal, Lumber and Hardware. Also experienced Central Market and traveling. Wishes position good station or line of elevators or will travel, go anywhere. Best of references. Parks, Box 5, Grain Dealers Journal, Chicago.

AS MANAGER of Farmers or Independent Elevator in Minn., North or South Dakota. 8 A-1 references and bond furnished. Am at present buying for a line house, but wish to change. Address South, Box 7, Grain Dealers Journal, Chicago.

POSITION AS TRAFFIC MANAGER by a young man of executive ability, capable of taking charge of all traffic matters. 8 yrs. experience in traffic work. At present employed in the office of the largest grain dealer in my city. Desire to become connected with a com-pany where conscientious effort and good work are wanted and appreciated. Address Exective, Box 7, Grain Dealers Journal, Chicago, Address Execu-

#### MACHINES FOR SALE.

ONE MONITOR OAT CLIPPER NO. 8. All solutely as good as new. The McMillen Co. Fort Wayne, Ind.

NO. 5 RICHARDSON SEPARATOR—uses only one season and in excellent condition. Write offer to Taylor & Patton Co., Des Moines, It

APPROXIMATELY 60 REVOLVING DUST COLLECTORS, standard makes, in good contition. For prices write the Buckeye Cotton Oil Co., Atlanta, Ga.

EUREKA DUSTLESS RECEIVING SEPARAI DR. Manufactured by Howes Co., Silver Creek TOR. Manufactured by Howes Co., Silver Co., N.Y. Write offer to Willis Morris, New Lenox, III

C., M. & St. P. RY. offers for sale two No. 10 Invincible Grain Cleaners. Fair conditions Inspection if desired. W. A. Linn, Purchas-ing Agent, Railway Exchange Bidg., Chile cago, Ill.

ONE 600-BU. CORNWALL CLEANER, 1 No. 7 Beall Cleaner. Both in very good conditions For particulars and further information write B. S. Constant Mfg. Co., Bloomington, Ill.

FOR SALE-1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Moni-tor, No. 3 Eureka Receiving Separator. 20 car-loads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

1 COMBINED SIDNEY BOOT AND CORNI SHELLER, 1 Sidney Corn Cleaner with all sieves for cleaning Wheat and Oats. 1—2000% bu. per hr. Richardson Automatic Scale. All the above machines are as good as new; usede but one season. Capacity of Sheller 500 bu. per hr. Corn Cleaner equal to capacity of sheller. E. J. Miller, Perry, Okla.

A SNAP FOR ELEVATOR BUILDERS. One 3 bu. Richardson Automatic Scale; one Foes 18 h.p. and one Witte 15 h.p. Gasoline Engine; 14 inch Buckets and Belting for Stand-leg; pulleys and shafting various sizes and lengths. One medium sized Wheat Cleaner—Invincible. Will se'l all or any part of these for a bargain. Farmers Elevator Co., Dalton, Mo.

#### REAL BARGAINS.

Prompt Attention. Quick Shipments
When in need of elevator or mill machinery,
notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, en-

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifica-tions, flow sheets, etc., our specialty. Write us without delay.

thout delay. Geo. J. Noth, Mgr., Chicago, Ill. 9 S. Clinton St.,

#### STEAM ENGINES, BOILERS.

USED 30 H.P. CHANDLER & TAYLOR BOILER and 18 h.p. Engine. Cheap if taken at once. Linwood Grain Co., Linwood, Ind.

25 H.P. STEAM ENGINE in good condition, also practically new steam pump, Elwin Farmers Elevator Co., Elwin, Ill.

5 H. P. UPRIGHT BROWNELL BOILER, excellent condition; equiped for gas or coal; bargain if sold at once. The Lee Ach Mfg. Co., 904 Sycamore St., Cincinnati, Ohio.

horse Tubular and Scotch, 200 horse heater, 175 horse Buckeye Engine, Gasoline Engines and pumps. Casey Boiler Works, Springfield,

"ALLIS-CHALMERS" heavy duty Corliss Engine; one pr. Twin Hamilton Corliss Engines, 16x36; Two 200 h.p. Aultman-Taylor Water Tube Boilers. Address Chas. W. Shartle, Middletown, Ohio. Boilers. Address

# The GRAIN BALERS JOURNAL.

#### OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 326 Third Avenue, South, Min-neapolis, Minnesota.

#### ADDRESS WANTED.

WANTED-PRESENT ADDRESS OF C. S. BORIN, formerly of Borin Grain Co., Omaha. Address Cash, Box 7, Grain Dealers Journal,

### LEATHER BELTING CANVAS RUBBER BELTING STITCHED An Enormous Stock of New and Used Power Transmission Machinery, Belting etc.

TEUSCHER MACHINERY SUPPLY CO.



#### DYNAMOS-MOTORS.

WE BUY, sell, rent and repair dynamos and otors. A. H. Nimmo Electric Company, Demotors troit, Michigan.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co.. repair. Independ Kansas City, Mo.

15 H.P. SINGLE PHASE WAGNER MOTOR. 220 volt, 60 cycle, A. C.; right from shop; too small, reason for selling; price right. Rails-back Grain Co., Ashland, Nebr.

ONE 3 H. P., 3 PHASE WESTINGHOUSE MOTOR. Slightly used. Price \$100.00. Address H. Potgeter, Steamboat Rock, Iowa.

ELECTRIC MOTORS and Machinery at once. Do you want a motor? Write us. Largest stock in America.

NATHAN KLEIN & CO., 208K Centre St., NEW YORK CITY.

#### FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio

### Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received,"

it forms a very good set of books for a country dealer.

The book contains 160 pages of linenledger paper, each 91x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,300 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.75.

Grain Dealers Journal La Salle St. Chicago, Ill.

#### ENGINES WANTED.

WANTED TO BUY SECOND HAND 25 h.p. Steam Engine and 30 h.p. Tubular Boller. Must be in good condition. Address Plantation, Box 7, Grain Dealers Journal, Chicago.

#### GASOLINE ENGINES FOR SALE.

NEW TAYLOR 2-horse overhead horsepower for sale cheap. D. J. Eberhart, Newton, Ia.

15 H.P. GALLOWAY Gasoline Engine used in operating our Elevator at present. Installing electric power, have no use for it. First offer of \$225 takes engine. Miller & Roelke, Teegarden, Ind.

25 H.P. FAIRBANKS-MORSE GASOLINE Engine. Mounted at present and in good running condition. Will sell at a reasonable price. Using electricity now and don't need it. Mc-Comas & Son, Nora, Indiana.

ONE 20 H.P. FAIRBANKS-MORSE Type "Y" Kerosene Engine in good running order. Using electricity and do not need it. Price \$200. F. O, B. Bradford, Ohio. Address Roe Pugh, Bradford, Ohio.

ONE 30 H.P. MUNCIE OIL ENGINE, used 2 yrs. Using electric power reason for selling. Also one new No. 1 Monarch Receiving Separator and 48x12 friction clutch pulley. Wm. M. Monroe & Son, Bronson, Mich.

25 H.P. TWO-CYLINDER VICTOR Vertical I. H. C. Gas Engine. Complete with air starter and tank. Also Northways two pair high feed mill, No. 815 Style A. Both in good running condition. Benchland Farmers Elevator Co., Benchland, Montana.

20 H. P. VICTOR I. H. C. GASOLINE ENGINE. \$415; in use 7 yrs.; 7 h. p. Jumbo P & O Kerosene-Gasoline Engine, \$200, used only 6 mos. Both engines in use and in good runing order. Are installing one to do the work of the two. Levasy Elevator Co., Levasy, Mo.

Read the Advertising pages. They contain many stories of interest. The Grain Dealers Journal presents only reputable concerns.

# **Elevator Owners**

The country is right now facing a great shortage of labor. A large majority of the grain trade's best men are still in military service. Experienced elevator operators are scarce and in great demand.

Are you in need of an experienced man to operate your elevator?

Hundreds of these men look to the "Help Wanted" columns of each number of the Journal for better positions. They will look for your ad in the next issue. Don't disappoint them. Act quickly.

The cost of this advertising is but 25c per type line each insertion.

Want Ad Dept.

**Grain Dealers Journal** 

305 South La Salle Street

Chicago, Ill.

# SEEDS FOR SALE-WANTED

# Directory Grass Seed Trade

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., wholesale seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCausland, Sam'l., Ryegrass & Dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., wholesale seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds, Missouri Seed Co., wholesale exports and imports. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds. Hardin, Hamilton & Lewman, grain & field seeds. Lewis Implement & Seed Co., field seeds & implements. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Russell-Heckle Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds. Kellogg Seed Co., grass and field seeds. L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale NEW YORK, N. Y.

Loewith Larsen & Co., grass & field seeds. Doughten, Inc., H. W., grass & field seeds. Nungesser-Dickinson Seed Co., wholesale seed merchants. Radwaner, I. L., field & grass seeds, exporters, importers PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds. ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, field & flower seeds. ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants. ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds. TOLEDO, OHIO.

Flower Co., The S. W., seed merchants. Toledo Field Seed Co., The, clover, timothy.

When writing advertisers mention the JOURNAL

#### SEEDS FOR SALE.

SWEET CLOVER SEED, special scarified, hulled and unhulled. John A. Sheehan, Falmouth, Ky.

FOR SALE: Millet and cane seed in car lots, golden, common, Siberian and Hog millet. Reimer-Smith Grain Company, Holyoke, Colo-

WE OFFER a limited quantity of freshly cleaned Blue Grass Seed, grown on Elmendorf Farm. Quick orders can be filled. ELMENDORF COAL & FEED CO., Inc., Lexington, Ky.

#### SEEDS WANTED.

SEVERAL CARS Whippoorwill Peas, Millet. Soy Beans. Wire or write us prices and mall samples. COHEN BROS.,

Grain, Seed and Produce, Central City, Ky.

#### SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

#### BAGS—BAGGING—BURLAP.

SECOND HAND BAGS FOR ALL PUR-POSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

H. W. DOUGHTEN, 59 PEARL STREET Importers, Exporters and Field Seeds We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

#### SCALES FOR SALE.

ONE PAIR 5-TON FAIRBANKS SCALES Registering Beam. In good order. A Bargain at \$220. W. W. Pearson, Upland, Ind.

NEW AND REBUILT scales of all kinds. The owe Scale Co. of IIL, 512-514 St. Charles St., St. Louis, Mo.

FOR SALE: SCALES, Richardson auto-matic, 500 bushels per hour, excellent condi-tion. Address The Imperial Mills Co., Wichita,

FAIRBANKS AUTOMATIC SCALE (5000 bus. per hr.) Would consider exchange for blower. Write Sommers and Bollen, Geneseo, Ill. 1

MONARCH WAGON DUMP SCALE, lbs. capacity; dump logs go with scales if wanted. Price, \$75,00. Evander Farmers Cooperative Co., Sheldon, Iowa.

ONE 4 BU. RICHARDSON AUTOMATIC SCALE, in good condition. One 500 bu. Howel Hopper Scale. W. K. Craig, 535 Keeline Bldg., Omaha, Nebr.

ONE PAIR 4-TON Fairbanks Morse Scales; registering beam; steel frame; never been out of condition. A bargain at \$150.00. Address C. E. Lowry & Sons, Cushing Iowa.

ONE 50 FT. 100 TON TYPE Registering Beam Fairbanks Track Scale. Just recently overhauled and with new beam. Will be available for shipment about May 15th. Price \$500 F. O. B. Omaha. American Supply & Machinery Company, Omaha, Nebr.

ONE 40-FT. second-hand Fairbanks Track Scale, 100-ton capacity, with 18-in. "I" beam short iron pillars, full capacity beam, shelf and hangers, \$300.00. Address State, Box 8, Grain Dealers Journal, Chicago.

#### MISCELLANEOUS FOR SALE.

SCALE TEST WEIGHTS for sale. Highest bid gets them. Chas. Love, Macon, Ill.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Rairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is 'horoly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO. 2439 N. Crawford Ave. - Chicago, Ill.

### POSTED

# JRAIN DEALERS OURNAL

305 So. La Salle St., Chicago, Ili.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

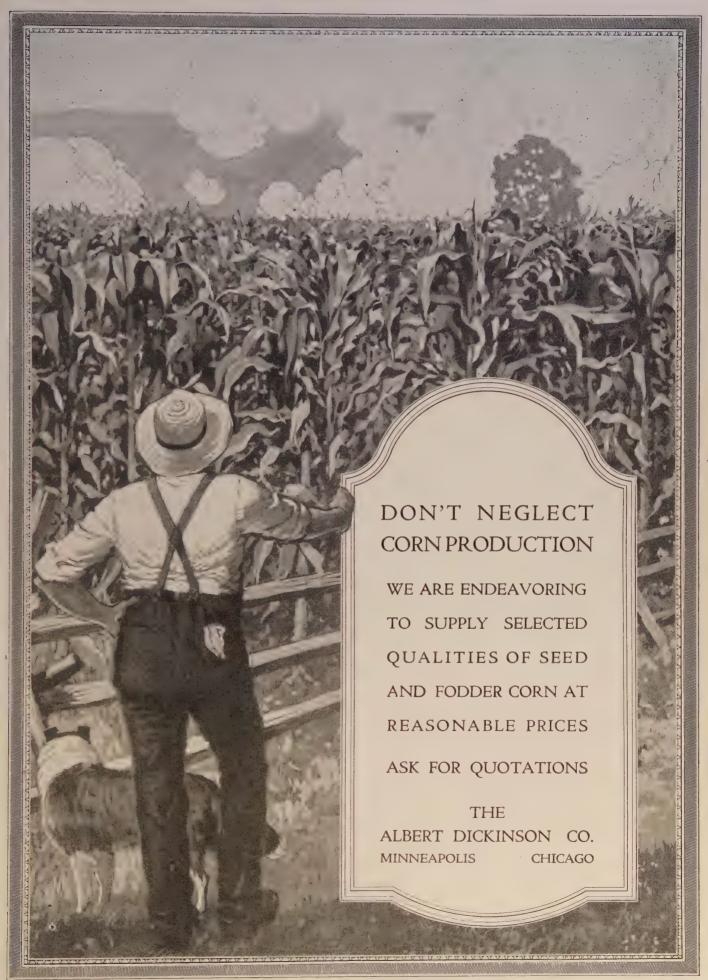
Name of Firm

Capacity of Elevator

Post Office

State.

Use Universal Grain Code and Reduce Your Tolls



## SEEDS FOR SALE-WANTED

**Crabbs Reynolds Taylor Co.** BUYERS and SELLERS

**Clover and Timothy** Seed GRAIN

Crawfordsville - Indiana

#### WANTED

Timothy Seed--Medium Red Clover

Shippers of all kinds of Field Seeds.
Poultry Foods—Specialty.

JAMESON HEVENER CO.
St. Paul, Minn.

COMPLETE STOCKS - PROMPT SERVICE Field or Garden Seeds

We have complete stocks of all kinds of seeds and are in position to fill orders promptly. FIELD AND ORASS SEEDS—Northern Grown. OARDEN SEEDS—Belected, hardy varieties. ONION SETS—Clean, hard, sound and dry. POULTRY FEED—Our formulae or special milling. NORTHRUP, KING & CO. Seedsmen MINNEAPOLIS, MINN.

THE

# ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

# Field Seeds

Mail Samples for Bids

RED WHITE ALSIKE CLOVERS **SWEET** 

Timothy, Grass **SEEDS** 

CAR LOTS OR LESS

KELLOGG SEED CO. MILWAUKEE, WIS.

Crawfordsville Seed Co. CRAWFORDSVILLE, IND. FIELD SEEDS

EXPORTERS

# GRASS and CLOVER SEED

Buyers and Sellers of Timothy, Red Clover, Alsyke, Alfalfa, White Clover, etc. NUNGESSER-DICKINSON SEED CO.

### You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

### WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants BUFFALO, N. Y.

CORRESPONDENCE INVITED

#### HARNDEN SEED THE

Field and Garden Seeds-Onion Sets

Write for our Surplus List of Garden Seeds

**505 WALNUT STREET** 

KANSAS CITY, MO.

ALFALFA SUDAN CANE SEED **FEED and SEED MILLETS** 

RUDY PATRICK SEED CO. KANSAS CITY, MO.

WE WANT CORN THAT WILL GROW STOECKER SEED CO., Peoria, Ill.

A. W. SCHISLER FIELD AND SEED COMPANY

Buyers and Sellers
St. Louis, Missouri

Bag or Car Lots

# HOLT SEED CO.

Idaho and Utah

Alfalfa, Timothy, Red Alsike White and Sweet Clovers

> Inquiries should be addressed to SALT LAKE, UTAH

### SHIPPERS'CERTIFICATE OF WEIGHT

FORM 89 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. Size 4½x9% inches. Price, \$1.00.

GRAIN DEALERS JOURNAL, 305 South La Salle Street, Chicago, Ili.

### SEEDS FOR SALE-WANTED

## L. Teweles Seed Co.

Milwaukee

Headquarters for Red, White and Alsike Clover Timothy and Alfalfa

SEED CORN FIELD PEAS

### The Toledo Field Seed Co.

Clover and Timothy Seed

Consegnments solicited. Send us your samples.

Toledo, Ohio

### The Mangelsdorf Seed Co. Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

**ATCHISON** 

KANSAS

### CHAMBERS SEED CO.

GRASS and FIELD SEEDS

Combining theresources and experience of 46 years in the Seed business.

Correspondence Solicited. LOUISVILLE, KY.

# WOOD, STUBBS & CO.

LOUISVILLE, KY.

Ky. Blue - Orchard - Red Top BUY AND SELL
Also full line Garden Seeds

The J. M. McCullough's Sons Co. BUYERS-SELLERS Field and Garden Seeds

CINCINNATI

OHIO



## DON'T FORGET US

We want Clover, Alsyke, Timothy, and Alfalfa Seed

CAR LOTS OR LESS In the market all the time,

either to buy or sell. Send us your samples.

Our samples and prices on request.

### T. H. COCHRANE CO.

Portage, Wisconsin

#### MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA MISSOURI GROWN BLUE GRASS

MISSOURI SEED CO. KANSAS CITY, MISSOURI



# The S. W. Flower Co.

WHOLESALE

FIELD SEED

**MERCHANTS** 

SPECIALTIES

RED CLOVER, TIMOTHY ALSIKE

LEDC

OHIO

#### LOUISVILLE SEED COMPANY

INCORPORATED LOUISVILLE, KY.

Headquarters for RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS OF ALL VARIETIES FIELD SEEDS

By concentrating your advertising in THE GRAIN DEALERS JOURNAL you can cover the Grain Dealers of the country at one cost.

Dwarf Essex Rape White Clover Orchard Grass Tall Meadow Oatgrass Ryegrass

Wm. G. Scarlett & Co. Baltimore, Md.

# Crawfordsville Seed Co.

Crawfordsville, Ind.

Field Seeds

WE BUY AND SELL Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices. Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

FLOWER, FIELD and LAWN SEED

#### J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

#### **HENRY HIRSCH**

WHOLESALE FIELD SEEDS CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO оню

#### T MILLE

IN CAR LOTS

Common Golden Siberian and Hog Millet

JOHN E. SPELTS, Julesburg, Colo.

We SEEDS We Buy SEEDS

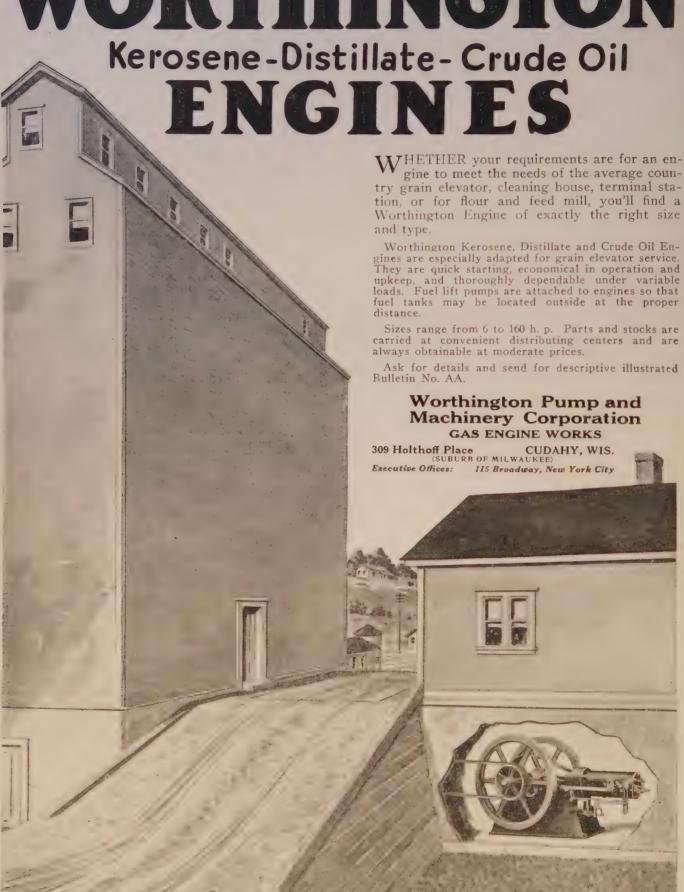
J. G. PEPPARD SEED CO. Kansas City, Mo.

### Farmer Seed & Nursery Co.

Growers of Northern Grown SEED CORN, CLOVERS, TIMOTHY AND ALFALFA

FARIBAULT - -

# WORTHINGTON



# The GRAIN DEALERS JOURNAL.

# GRAIN JOURNAL

Published on the

10th and 25th of Each Month at 305 So. LaSalle Street, Chicago, Ill. Charles S. Clark, Manager.

SUBSCRIPTION RATES to United States, semimonthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns fell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news Items, reports on crops, grain movement, new grain firms, new grain elevators, contemptated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

#### CHICAGO, APRIL 25, 1919

THE NOTIFY party at destination should always be shown on B/L to enable the railroad company to expedite the movement of the car.

DEALERS WHO have old wheat in store, would do well to arrange for its disposal before the 1919 crop starts to move, as the price seems certain to strike the toboggan the minute new wheat comes into market.

VERBAL MASSAGE has palled on the public and the multiplicity of agencies that clutter Washington are beginning to discern the fact. Abandoning appeals to the public they are starting to find fault with one another.

WINNIPEG'S Grain Exchange is completing arrangements for the resumption of dealing in wheat and will trade in futures on the new crop on which the Dominion government has fixed no price. Why not permit unrestricted trading in wheat on the United States exchanges as long as the price remains above the level of the guaranty? The miller who buys wheat at \$2.65 will need a hedge to protect himself against a drop to \$2.26.

COUNTRY ELEVATOR men, who contemplate installing independent electric light systems for the illumination of their grain elevators, warehouses and offices, need to exercise extreme caution lest they install a system not acceptable to the insurance companies. Much of the cheap equipment on the market can not be used without greatly multiplying the fire hazards of the elevator. Better by far use a flash light and avoid these new dangers, as well as keep down the cost of insurance.

RAILROADS WHICH maintain scale inspection forces, surely should be willing to accept weights of grain weighed over the scales approved by their scale experts. If they have not faith in their own scale inspectors, then it is time they hire some new inspectors.

RECENTLY a concrete gondola car was launched at Chicago, and its designers are now predicting an early perfection and extensive use of concrete box cars. If we ever do get reinforced concrete box cars, the number of leaks will surely be greatly reduced, and less grain will be burned in cars than ever.

UNTIL THE railroads come to recognize the need for consecutive numbering and careful guarding of blank Bs/L grain shippers should insist that the local agent sign all Bs/L in ink and place the station stamp thereon. In this way each shipper can assist receivers to detect forged Bills while there is still time to apprehend the culprit.

GRAIN ELEVATOR operators who have long been aware of their manifest lack of appreciation of the services they were rendering producers, will be pleased by the testimonial presented elsewhere in this number by the Secretary of the Birmingham Chamber of Commerce. His investigations have developed the fact that country elevators through the payment of better prices to corn producers and on the open cash market the year around, have greatly increased the acreage.

THE WAR in Europe is legally at end according to a decision of Federal Judge Walter Evans granting a new trial on conviction of violating wartime military regulations after the armistice was signed. The grain trade will be pleased when the wartime rules, regulations and restrictions of the different Government departments are cancelled and the grain trade is given an opportunity to function normally.

MORE ADVANCES in telegraph, telephone and freight rates are to be expected unless the socialistic champions now in charge are soon to be relieved of their authority. Higher rates may make higher wages possible, but they also make higher costs of all commodities absolutely necessary, so that in the end even those who profit by the increased rates must give up much of the increase to make possible its payment by the shippers and the users of the wires.

UNIFORM BLANKS for confirming grain trades between dealers far apart have long been desired by the progressive men of the trade, who recognize that through the use of uniform blanks the opportunity for differences and disputes will be materially reduced. The enormous crops which now threaten to make the grain elevator men work nights and Sundays will surely develop many defects in hastily made contracts, so that the need for uniform confirmations will be greater than ever. The uniform confirmations not only increase the safety with which business can be transacted with users, but also minimizes the time necessary to closing unprofitable as well as profitable transactions.

IT IS GRATIFYING to country shippers, who report to our readers cars they see leakin grain in transit, to know that their efforts to assist their brother dealers to collect for grain lost in transit have proved successful; hence, we are more than glad to present the letter of the South West Milling Company in this number, because with the evidence furnished by one of our correspondents a claim twice rejected was promptly paid when the additional evidence of the man who saw the car leaking in transit was presented.

THE WAR is over, but the railroads seem unable, or at least unwilling, to supply box cars in sufficient number to meet the current needs of would-be corn shippers. Someone might suggest that the light movement of freight proves the car scarcity to be due entirely to the inefficiency of the railroad administration, for at the present rates of freight the carriers should be eager to employ their rolling stock to its maximum capacity. Still the shortage continues and Illinois country elevator men have houses full, yet are unable to get cars. The observing people of the land may soon be convinced that the government operation of anything makes for waste and inefficiency

FORGED Bs/L will always be one of the hazards of the grain trade until the railroads are induced to discontinue issuing blank order Bs/L to Tom, Dick and Harrys without limitation. The South Dakota shipper, who so recently attempted to put off the fatal day when he must close up for good by forging Bs/L is no more to blame for the crime committed than the railroads themselves, who by providing all the necessary facilities for deception and fraud, are in reality a party to the crime committed. The railroads issue many passenger tickets for which they receive less than one dollar, but all are numbered serially and all bear the autograph signature of the General Passenger Agent as well asthe imprint of the Station Agent's dating stamp. The same precaution in issuing order Bs/L would go far towards stopping all forging of Bs/L.

LOADING CARS up to the present loading line prescribed by the U. S. Railroad Administration, is sure to result in much grief for shippers and also some delay for carriers' box cars. The corn germinating season is at hand and much of the corn still to be shipped is not dried out as well as usual, so that samplers in terminal markets will be unable to obtain a fair average sample of damp corn loaded to the line required. One day recently over 10% of Chicago's corn receipts graded sample. Several years ago the railroads agreed with the representatives of shippers that they would be satisfied if box cars were loaded to within 30 inches of the roof. Some of the samplers even protested because of the difficulties of obtaining a fair average sample of damp grain when it was loaded to that line. So it has seemed well for grain shippers everywhere to protest against being required to load any grain higher than within 30 inches of the roof. To load more in cars during the germinating season or to load newly gathered grain to a greater depth is to court disaster.

# The GRAIN JOURNAL.

PRIVILEGES as used by dealers in cash grain to protect themselves against loss on firm offers made over night are a legitimate part of the business of the board of trade; and the bill introduced in the Illinois legislature on puts and calls should be scrutinized closely to see that it protects the legitimate trade.

NOTWITHSTANDING that many food products contain much moisture, which is gradually evaporated the longer the product is held, the Secretary of the Treasury, Agriculture and Commerce have issued a regulation to the effect that all packages of food must be labeled to show the exact net weight of food contained. That may be possible as relates to some foods, but as relates to wheat flour, rye flour, cornmeal, buckwheat, and feedstuffs generally, it is impossible.

A SHIPPER'S LIABILITY for the property he has loaded into a box car, is generally terminated when the car is sealed and B/L issued, especially where the car is loaded at a station having a duly appointed agent and the car is standing on the rails of the carrier. These conditions prevail at most grain loading stations, so that shippers generally are protected if their grain is burned or blown away after car is sealed and B/L issued. Of course all Claim Agents will try to dodge responsibility, but the courts invariably take a different view of the carrier's responsibility from that of the average Claim Agent.

VERBAL ORDERS, purchases, or sales should always be confirmed by mail, so that any misunderstandings may be quickly corrected before such great changes have been made in the market as to cripple either party to the contract. Ninety per cent of those engaged in the grain business are conscientiously desirous of dealing fairly always and above board, but loose practices and methods often lead dealers into an obstinate defense of a careless contract. More care in the confirmation of all contracts will not only reduce the differences and disputes, but will also minimize the losses, and prevent an unnecessary increase in the expenses of doing business.

BUYERS AT country elevators will be much interested to note a decision issued elsewhere in this Number wherein an Iowa elevator agent contracted for 1,500 bushels of ear corn, like sample, at \$1.85. His blunder was in accepting any grain on the contract which was not like sample. He accepted the first 439 bushels at the contract price, although complaining that it was not up to the grade for which he contracted. The court held that inasmuch as he had accepted the first lot delivered on the contract, he was duly bound to accept the balance of it. So, it behooves country buyers to stand rigidly by their contracts and always refuse to accept any offgrade grain at the contract price, for, in the eves of the court, if they accept some poor grain on a contract, they are duty bound to accept grain of the same quality in fulfillment of the balance of the contract. If buyer had accepted first lot of off grade corn at the market difference the interests of his employers would have been protected.

THE CROP KILLERS are the most despondent distributors of grouch the grain trade has yet known. Jack Frost stubbornly refused to have anything to do with them. The reports of Hessian Fly damage in some sections of the Winter wheat belt do not win confirmation. The wire worm is reported at work in Washington, and the black rust is credited with hugging every common barberry bush in the country. Still the crop reports from all sections prove a wonderful prospect. We cannot expect the Crop Killers Union to surrender even after the crop has been consumed.

AN ELEVATOR containing 100,000 bushels of grain was burned recently because the village pump was frozen. Many elevators located in small country villages are without any fire protection other than that provided by their owners. Hence, it would seem a part of foresight of owners of houses so located to install steel fire barrels filled with a strong solution of non-freezing calcium chloride, a fire pump, where possible, and other fire fighting apparatus, so that those in charge of the elevator may be fortified against the rapid spread of the fire which always has a small beginning. A complete equipment of fire fighting apparatus should reduce the cost of insurance materially, and of course it will reduce the cost on those elevators which are insured in mutual companies.

CORN COBS are generally considered a waste product, and the thousands of dollars invested in cob burners proves conclusively that the grain elevator companies of the corn surplus states are more than convinced of the folly of hunting for a market for cobs. Now that real prohibition is in sight, the Department of Agriculture has discovered that 35% of the cob can be transformed into crystalline glucose, from which may be produced alcohol. As this stuff will soon be an unmerchantable commodity, grain dealers do not want it; but we feel certain that the many inquiries for clean cobs presage a better future for this bi-product of the corn crib. It has long been used for a filler for floor cleaners, but it can be used equally advantageous as a filler in many other products of wider use. The man who invents a way to utilize this great waste from each year's crop, will reap a rich harvest.

GRAIN LOST or destroyed in transit, must be paid for by the carrier at destination value because that is the shipper's true measure of his damage. For years the railroads have been trying to force grain shippers to accept settlement for grain lost upon the basis of its value at initial point. Inasmuch as it is often impossible for shippers to buy any more grain of kind or grade at the initial point, it is frequently impossible to determine the value of the lost grain at such point. Shippers generally sell their grain for delivery in advance of shipment, so must make good on their contracts, and the only true measure of their damage is the difference between their original cost and the cost of replacement of the grain in the destination market, minus the freight. No shipper would ask or expect a railroad company to replace lost grain without charging him freight from point of original MINIMUM CAPACITY carloads are surrounded with so many contradictory and confusing rules and regulations, it is no wonder that country shippers experience trouble in getting their grain hauled to market without being called upon for unexpected penalties. Each day develops new difficulties and new opportunities for misunderstandings and disputes with the railroad officials. Shippers cannot expect to be treated with fairness or in keeping with the established rules and regulations of the railroad administration unless they stubbornly contest every unfair regulation which the railroad officials try to put on them.

ANTI-TRUST LAWS which have been enforced so partially as to bring them into disrepute with all except the few excluded or treated with immunity, were denounced most emphatically recently by a vote by the Chamber of Commerce of the United States, calling upon Congress for the immediate revision of all such laws. The old theory that the State should do everything in its power to encourage, foster and abet cut-throat competition among its citizens in competitive lines, has lost its prestige, and the average citizen to-day is disposed to believe that cut-throat competition makes for waste and inefficiency; that it unduly increases the number of failures, and makes for higher costs of doing business, all of which must eventually be paid by the public. The grain merchant at any station is never sure of realizing more from a shipment of grain than could have been obtained by his competitor. Inasmuch, as he must sell at approximately the same price as his competitor, and presuming that his operating costs are not less than his competitor, then it stands to reason that he cannot afford to pay any more for grain than his competitor, if he is to continue in the business.

RECEIVERS IN every market will be pleased by the recent decision of the Supreme Court of Minnesota, to the effect that they shall not be held liable to surety companies for the sale of stored wheat consigned to them by country elevator operators. They are not in position to know whether grain consigned to them is the property of the consignor or not. But, inasmuch as the shipper has grain elevator facilities and is regularly engaged in buying and shipping grain, they are justified in the presumption that any grain he ships is his own or is shipped by the wish or consent of the owner. To hold the receiver responsible for the value of grain stored in country elevators and sold by him for the elevator operator would necessitate his carrying insurance against being imposed upon in this manner, and would thereby increase the cost of marketing grain to all. The farmer who stores his grain in country elevators is in position to protect his interest, and should not attempt to force distant buyers or commission merchants to guarantee his storage receipt. The country elevator man would be far better off if he would retain all his storage room for handling his own grain. If the farmers desire to store the products of their fields they should store it at home; then they will have complete control of it.

# The GRAIN JOURNAL

ELEVATOR MEN who are dependent upon railroad owned sidetracks, for an outlet for their grain, will be pleased by a decision of the United States Supreme Court upholding the order of the Illinois State Public Utilities Commission to the effect that the L. E. & W. R. R. shall replace the sidetrack at Elliott, Ill., which it tore up several years ago. The Federal Court, the State Supreme Court, and in fact every court and commission before which this controversy has received consideration have agreed in sustaining the order of the State Commission ordering the sidetrack re-laid. Some of the small minds entrusted with authority by railroad corporations, have attempted to perpetuate many injustices upon shippers along their lines, which evidently were based solely on personal prejudice and without any consideration of the rights of the shipper or interests of the railroad.

DO YOU know the cost of handling grain through your elevator? Would you consider it fair or right that the Grain Corporation should establish the margin of profit upon which you should handle wheat, when it had only definite information regarding the cost of handling wheat through other elevators which might be far more economically operated? It is up to the country elevator men to get reliable information covering this point before the Grain Corporation now. The new wheat crop will start to move within six weeks, and it should be handled by the country elevator men with full information as to what profit per bushel he is to be permitted to have for handling it. Retroactive orders on working margins are never popular, and last year were very unprofitable to those affected. Several carefully compiled statements of the average cost of handling grain through country elevators were presented in the Journal for April 10th, and we hope to have many others soon. Those who can throw any light on this subject owe it to the trade to come forward now

NORTH DAKOTA has reached the stage where some of its "leading citizens" seem to think it necessary to make excuses for the "Non-Partisan League," and one of the members of the present State legislature explains that Dr. Ladd's milling experiments in making flour from No. 1 Northern and feed wheat disclosed the fact that "the difference in the milling values of the two wheats was only 11 cts., while the difference in the market values was 90 cts." To the average individual that would seem a most forceful argument in favor of better agriculture and the production of more wheat of the highest grade, but to the muddled mind of the North Dakota lawmakers, this justified the organization of the Non-Partisan League and a demand for a State owned terminal elevator. Such devious reasoning might mislead the ignorant bucolics of North Dakota, who have no knowledge of either commerce or milling, but it affords little justification in the mind of the average citizen. When the tax payers of North Dakota have finished paying for the many wild experiments now being conducted, it is hoped they will have a clearer conception of the proper province of government as well as the impracticability of the state's engaging in commercial enterprises.

LEASES of elevator sites on railroad right of way are becoming so expensive and fraught with so many unfair conditions and unreasonable responsibilities that grain dealers are making every effort to secure private ground for new elevators. In the case of the South Dakota elevator owner, whose elevator, according to railroad admissions, was burned by fire started by locomotive sparks, not only did the grain man lose his elevator, but he is now being sued for all damage done to adjoining property to which fire was communicated from his burning elevator. Grain dealers who have elevators on right of way owe it to themselves to join hands in a combined fight against the unfair conditions now being written into ground leases by the railroads and also to fight all cases involving these leases when they get into court.

#### What Is the Rate?

Recently we have published a number of letters from shippers who have experienced difficulty in learning the true freight rate on shipments from their station to other points. One Illinois shipper, who sold on the basis of an 18 cent quoted rate, and after paying this rate on some of his shipments was called upon for 19 and 20 cts., raised a row, and it developed that the officials of the initial carrier were attempting to take advantage of him, and were disposed to give him only the rate in force by the longest and most expensive route.

A Texas correspondent in this number complains of the inability of freight traffic officials to agree on what is the legal rate. It is always a difficult matter to obtain a prompt reply to any inquiry regarding rates; in fact, the delays are so chronic on some lines as to prove a potent deterrent to business. Grain dealers who are accustomed to closing transactions by wire, find it very discouraging to attempt to do business when they are forced to wait ten days to three weeks for a rate. Generally the market changes so much before the rates are forthcoming that the buyer gets "cold feet" and goes elsewhere.

It would seem possible for the shipping public to be supplied with rates by some authority which would be binding on both shipper and carrier. As it is now, the shippers must assume the responsibility not only of their own errors, but of the blunders and intentional errors of the freight traffic officials. This is not fair, and we doubt that it is necessary to the prevention of discrimination between shippers. It should be an easy matter to evolve some practical scheme for supplying all shippers with the same legal rate, and in fairness to all concerned some rate making body should be provided for, whose quoted rates can be depended upon.

Every railroad maintains an army of inspectors looking for undercharges on freight shipments, but these inspectors never report the overcharges which the incompetent rate clerks levy upon shippers, so he makes good the undercharges but gets few refunds of overcharges. All of the rules and regulations upon which rates are now made, quoted and collected, are against the shipper. He will

not receive fair treatment or consideration until he complains more bitterly against the exactions from which he is now suffering.

#### Fixed Margins.

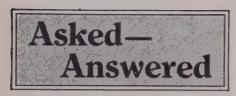
Fixed working margins for country elevators are hardly practicable, because, as is clearly pointed out by F. R. Durant in Letters this Number, many elevators handle so small a volume of grain that any margin which might seem fair and reasonable for the dealer handling 100,000 bushels a year would quickly bankrupt the small country elevator operator who handled but twenty or thirty thousand bushels a year. The small dealer performs a real service for the purchaser and the consumer, in that he greatly reduces the cost of marketing the grain. While it might be fair to fix a maximum margin for the 20,000 bushel elevator, that margin would give the hundred or two hundred thousand bushels a year elevator handsome earnings.

It would seem far better to refuse to fix the margins per bushel or the profits on any given transaction or operation for a day, week, or month. The 20,000 bushel elevator man, who has only sufficient business to justify his keeping the elevator open four or five months of the year, generally closes up and stops many of his expenses, but his investment, his annual taxes and insurance and other overhead charges still run on. He cannot get away from them, even though the Grain Corporation should refuse to consider them as an expense of marketing the grain delivered to his elevator. The fairest proposition that has yet been considered is to limit the percentage of profits on the annual turn over, and even that percentage should be much greater for the man who handles 20,000 bushels than the dealer who handles 200,000 bushels. Fixed margins should not be necessary but if they are to be forced upon the grain trade, then the grain trade should be given an opportunity to show what is needed to pay the actual handling expenses of the business in order that small handlers will not be compelled to handle the wheat crop of 1919 at a loss as was done on the 1918 crop.

THE COUNTY agents now helping to organize farmers business enterprises are overlooking the true purpose of their employment—the promotion of better agriculture.

BETTER cars will reduce the leaks and the claims for shortage, but the railroad officials seem to overlook this and at some stations many cars in bad order are waiting for an opportunity to scatter some more high priced grain along the railroad right of way. In the interest of the grain trade generally we beseech dealers to report to railroad headquarters and to the grain shippers thru our columns every bad order box car they discover, in the hope that sufficient influence may be brot to bear upon the Railroad Administration to insure most of the cars being placed in perfect condition before the new crop starts to move. Let your kick be heard at every head office. Do it

## The GRAIN BALERS JOURNAL.



[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

#### Reason for Car Service?

Grain Dealers Journal: I shipped all the wheat I bot the last year, together with some corn, to Chicago, the first I have shipped to that point as on this road Chicago is not our best market. On almost every car, I was charged with car service and tax, the amounts ranging from \$3.09 to \$9.27. I would like to know whether they have hung it on other shippers in this way, and if they paid it and said nothing. However, I do not intend to stand for this kind of treatment and have entered claim for every dollar.

I expect to be reimbursed by either the railroad company or the receiver of the grain, whichever is liable. I think I will find that one is responsible for the charge on some of the cars and the other liable on others.—J. S.

Cameron, Elliott, Ill.

Cameron, E.lliott, Ill.

Ans.: If demurrage charges arose thru slow handling by the commission merchant shipper can not recover from the railroad company, and hardly from the receiver if he was doing the best possible under the circumstances. If demurrage arose thru delay in the grain inspection office of the state the railroad company can hold the money collected and shipper has no recourse unless the state at Chicago sees fit to make good shipper's loss, as was done by the Kansas State Department for delays at Kansas City, Kan. After ascertaining the cause claims should be filed in the usual way.

#### Minimum Weight.

Grain Dealers Journal: We are located on the C. B. & Q. Railroad. The agent here claims that we have to load 66,000 lbs. in a 60,000-lb. capacity and 88,000 lbs. in an 80,000-100,000-16. capacity and 88,000 lbs. in an 80,000-16. capacity car. I loaded a 60,000 capacity car here and wanted to bill it out at 56,000 lbs, as that was all I sold to the party, but the railroad agent here would not accept B/L under 66,000 lbs. Any information the Journal can give me on this will be appreciated.—H. E. Larson, mgr. Farmers' Union Elvtr. Co., Dixon, Neb.

Larson, mgr. Farmers' Union Elvtr. Co., Dixon, Neb.

Ans.: After the grain is in the car the railroad company's agent must bill out the car or subject his company to damages for delaying the shipment. The shipper's privileges are controlled by the tariff and not by the whims of the agent.

The duty of the shipper depends upon the capacity of the car ordered. If he orders a 60,000 and the company furnishes an 80,000 he can load it just as if a 60,000 was furnished, protecting himself by notation on B/L that 60,000 was ordered. If he orders and is furnished a 60,000 shipper should load the minimum for that size of car, which is 56,000. If he fails to load that weight it is not for the agent to refuse to bill it out, as the shipper is sufficiently penalized by having to pay for 56,000 lbs., tho he may have loaded only 50,000.

C. B. & Q. supplement 47 to I. C. C. No. 10458, effective Apr. 1 provides: Grain, not otherwise specified, except oats, 4,000 pounds less than marked capacity of car. (Does not apply on pop corn). Oats, 10 per cent less than marked capacity of car. Exception—On shipments made in cars that cannot be loaded to prescribed minimum, actual weight will govern, but in no case less on oats than 40,000 pounds and on other grain 46,000 pounds, if cars are loaded to their full visible capacity, or in case of grain, if loaded to the grain line in cars where grain line is shown. In billing such cars agents will note on way-bills, "Loaded to full visible capacity." Oat clips, oat dust, oat hulls, elevator dust and mill refuse will be subject to the following minima, but not to exceed the marked capacity of the car: In cars not over 28 feet and not over 34 feet in length, inside measurement, 30,000 pounds; in cars over 28 feet and not over 34 feet in length, inside measurement, 50,000 pounds. Ear corn will be subject to the follow-

ing minima, but not to exceed the marked capacity of the car: In cars not over 28 feet in length, inside measurement, 4,000 pounds less than marked capacity of car, but not less than 30,000 pounds; in cars over 28 feet and not over 34 feet in length, inside measurement, 46,000 pounds; in cars over 34 feet and not over 36 feet in length, inside measurement, 56,000 pounds; in cars over 36 feet in length, inside measurement, 66,000 pounds.

#### Claim on Value at Origin or Destination?

Grain Dealers Journal: About a year ago we bought a car of corn in Iowa at \$1.50 per bu., sold the corn to a Michigan concern at \$1.65 per bu. The car arrived at destination leaking and unloaded short 5,721 lbs. We filed claim for the shortage at \$1.65. The freight claim agent refuses to pay the claim unless we amend it basing our claim on the cost or \$1.50 per bu. Will the Journal kindly inform us at which price the claim should be settled? We do not want anything unfair from the railroad company, at the same time if they should settle on the basis of our original claim we propose to have settlement that way.-Stockbridge Elevator Co., Jackson, Mich.

Stockbridge Elevator Co., Jackson, Mich.

Ans.: The principle that claims are properly made on destination value was established by the United States District Court of Minnesota in a judgment against the C. M. & St. P. Ry. Co. in favor of the McCaull-Dinsmore Co. rendered Aug. 23, 1918. The decision on the case was reported on page 793 of the Journal for Nov. 25, 1918.

Obviously, as stated by Judge Morris in his decision in that case, the carrier is liable for the full actual loss caused by it. The quotation by Judge Morris is, in fact, the language of the law covering the case. Nothing remains except to establish the validity of the claim and the full actual loss in each case, and these are matters of fact which must be considered in connection with the circumstances surrounding each claim.

#### What Is Date of Shipment?

Grain Dealers Journal: One of the most unusual arbitration decisions we have seen in a long time is that of Arbitration Com'ite of the Grain Dealers National given Mar. 24 in the case of Aylsworth Grain Co. v. Guthrie Mill & Elevator Co., in which it is held that if it is proven that cars are loaded and billing instructions in hand on Apr. 30 such shipments shall be regarded as having been billed in April, altho the executed Bs/L show dates of May 1.

It has always been held heretofore by com-

mon rule and custom by arbitration boards and by court decisions that the date on a properly executed B/L constitutes the date of shipment and that the buyer has a just and legal right to refuse a shipment when tendered to apply on a July contract if the B/L shows executed and dated Aug. 1.

A receiver must accept or reject a proper B/L as shown by the evidence printed or written on its face when tendered, and this constitutes the only evidence by which to guide

and guard an unsuspecting purchaser.

We shall be interested to know what others think of this argumnt.—W. M. Flickinger, mgr. Anchor Grain Co., Wichita, Kan.

mgr. Anchor Grain Co., Wichita, Kan.

Ans.: Mr. Flickinger's criticism is not well grounded. The com'ite did not, as supposed by him, rule that the date of the executed B/L could be disregarded.

Under paragraph 3 of Rule 5 of the Grain Dealers National Ass'n, under which rules the parties were trading, the shipper is not obliged to guarantee that the railroad company will issue the B/L promptly after he has furnished the billing instructions.

All the shipper has to do is to furnish the Instructions on or before Apr. 30. It is this very point that makes it safe for a shipper to sell close; and it imposes no hardship on the buyer if he buys on the same rules and resells.

The rule makes it a question of fact in each case and not a legal technicality as to when a shipment has been loaded out. The com'ite simply ascertained the facts and was compelled to rule accordingly.

The rule provides "Grain to apply on sale for shipment must be actually loaded and billing instructions must be furnished the railroad company in accordance with the custom in vogue at the shipping point."

Altho the documents were dated May 1 the

commercial agents of the two railroads testified that the billing instructions were in their hands

#### Sec'y of Canadian Ass'n?

Grain Dealers Journal: Will the Journal please inform us the name of the sec'y of the Grain Dealers Ass'n in Ontario, Can?—Watson-Higgins Milling Co., Grand Rapids, Mich.

Ans.: F. T. Harcourt is sec'y of the Eastern Canadian Grain Dealers Ass'n. Mr. Harcourt's address is the Royal Bank Bldg., Toronto, Onaddress is the tario, Canada.

#### Who Makes Claim Against Carrier?

Grain Dealers Journal: The question stated below has been referred to me for an opinion. What is a correct answer to it? Do you think it should be covered by a Trade Rule of the Ass'n? In practice the holder of the B/L is usually the person who assumes the responsibility for making the claim against the carrier for loss or damage, and in most cases this is the buyer. How-ever, there are several questions involved when the grain is sold f. o. b. shipper's track, subject to settlement on destination weights and grades. A statement of the case in point follows: A car of rye is bought by Chicago people at a price f. o. b. a Michigan shipping point. If the grain had gone thru in the car into which it was loaded the shipper would have been required to stand any shortage there might have been, but in this case the original car was wrecked and the grain left was trans-ferred into another car. Should claim for the loss be made by the shipper or by the buyer?

This is quite similar to a case wherein I might sell a car at a certain price f. o. b. Jackson, delivering the car to the carrier and receiving a B/L the car being burned while in transit. In that case, who would make the claim?—F. E. Watkins, Cleveland, Ohio, chairman Trade Rules Com'ite, Grain Dealers

National Ass'n.

man Trade Rules Com'ite, Grain Dealers National Ass'n.

Ans.: No general rule can be laid down to decide who should make claim against the carrier. The terms of the contract between buyer and seller can be made to cover the point, subject to Sec. 20 of the Interstate Commerce Act, which provides that the carrier shall be liable "to the lawful holder" of the B/L.

To illustrate the difficulty of establishing a general rule, we may suppose a sale made f. o. b. Chicago as shipping point, Chicago basis. Here the seller could not be expected to make claim. If, however, a sale were made f. o. b. basis Jackson, Mich., Cleveland weights, the seller could be expected to make claim. If a country shipper makes a sale f. o. b. his station with the understanding that destination weights shall govern the seller would be expected to make the claim. This understanding may be in the contract, in the fine print, referred to in correspondence, or may be brought about by a trade custom or rule.

On the other hand, a shipper in the country whose weighing facilities were none too good could so word his contracts that his own weights were final, and on his sales f. o. b. the buyer would have to make the claim. If the seller f. o. b. Jackson as shipping point had sold on Cleveland weights he would be the unfortunate victim and would have to settle with the buyer on the weight actually unloaded and look to the railroad company for what was lost in the wreck.

It would be difficult to write a trade rule to clarify this situation without running afoul of Sec. 20 of the Interstate Act, contradicting the uniform confirmation blank of the G. D. N. Ass'n, or doing violence to special contracts. However a trade rule reading as follows might not be objectionable: "Unless otherwise agreed, the party guaranteeing weights shall make claim on carrier in case of loss by wreck."

Suit has been brot by the Van Dusen-Harrington Co., of Minneapolis, against the Western Union Telegraf Co. for \$3,519.35 for losses sustained by it in 1916, thru alleged errors in telegrams. Six telegrams giving orders regarding 89,000 bus, of grain from the Farmers Grain & Fuel Co., a company owned by the Van Dusen-Harrington Co. at Josephine, N. D., were on investigation found not to have been sent by the persons whose names

# The GRAIN DEALERS JOURNAL.

#### Announcement by Mr. Barnes.

Julius H. Barnes, who has been named by President Wilson to be United States Wheat Director, for the purpose of handling the 1919 wheat crop, issued Apr. 21 the following state-

The President has been kind enough to express his commendation of the work of the Grain Corporation in handling the wheat and cereal problems the past two years. I feel that the success so kindly recognized by him has been largely due, next to the leadership of Herbert Hoover, to the unique association of twenty men of character and ability devoting their long experience in grain, to this service and whose policies and decisions have had public confidence, not only because of the personal standing of these men, but also because, before entering upon this service, they had patriotically disassociated themselves from their grain interests, so that no suspicion of conscious or unconscious influence of selfcereal problems the past two years. I feel that conscious or unconscious influence of selfinterest has attached.

The Grain Corporation has been very fortunate, also, in the co-operation extended various Governmental Departments, and in the self-sacrifice manifested by the various trades affected, and by the producers as well

It is true, also, that the same grain organization with which the work was started two years ago is still intact, every member in his place, and even with the armistice, their service has not relaxed. After two years of such sacrifice and effort, it is not surprising that they should desire to return to private life and should desire to return to private life and private activities, but I have a hope that, largely, at least, the Grain Corporation organization will follow me into next years' service.

Five ravaging years have created a world food position unparalleled. It cannot be remedied at once. We cannot build a wall around our own fortunate country and refuse to share our plenty with the unfortunates of Europe.
American food, American shipping, American
organization and American leadership under
Herbert Hoover have saved a total in actual
lives and in suffering that should stand in
American pride besides the military record of
our soldiers. War has broken down the structure of international finance, ocean transport, commerce and distribution, affecting millions of people. The community shop, the wholesaler, the railroads that distribute and the banks that facilitate payment, are gone or disorganized in these war areas. Trade revives slowly, and whether we would or not, Government aid must be extended until trade can walk upright again. It would be well for walk upright again. It would be well for America to have a full appreciation of this.

The wheat crop of 1918—the second largest in our history—is consumed or pledged. For-tunately, outside of the direst weather condi-tions, America may confidently expect in 1919 the largest wheat crop ever grown.

Congress has made effective a national guaranteed price of wheat. In redeeming that guaranty to the producer, we shall undoubtedly acquire large quantites of wheat. Its resale policy is one of great public interest. My conception is that that policy cannot be intelligently decided until crop outturns are more definitely known here, and abroad. We shall be prepared to act on one of several alternate policies. Congress had a clear conception of the difficulties of the coming year, and delegated to the President, large powers and discretion. While the national policy of resale must be decided by factors developing with season, there are certain fundamentals which I conceive to be right and just, and on which an operation may be based. They are these:

The guaranty is clearly intended for the benefit of the producer, and the license power may be used to control trade practices so as to assure the proper reflection of the guaranteed price reaching all producers.

Second: In the event of surplus wheat production domestic consumers shall not consumers shall not consumers.

duction, domestic consumers shall not pay

more for wheat than prices concurrently accepted from foreign buyers.

Third: The National Treasury should be protected by the realization of a world price, as far as it can be determined, and any Governmental policy of artificially subsidizing, is

#### Tentative Program Kansas Meeting.

The tentative program of the 22nd annual convention of the Kansas Grain Dealers' Ass'n, which will be held at Hutchinson, Kan., Tuesday and Wednesday, May 27 and 28, follows:

All sessions will be held in the Commercial Club Rooms, 8th floor, Rorabaugh-Wiley build-

Headquarters: Board of Trade Floor, Rorabaugh-Wiley building.

R. O. Yates is chairman of the hotel com'ite and is making reservations for the visiting dealers.

#### First Session-Tuesday, 9:30 A. M.

Call to order by the President. Invocation. Address of Welcome—Mayor H. C. Humph-

Address of Address of

Kan.
General Discussion.
Appointment of Committees.
Adjournment.

#### Second Session-Tuesday, 2 P. M.

Address—Hon. P. E. Goodrich, President, Grain Dealers National Ass'n, Winchester, Ind.
"Uniform Confirmation Blanks" — H. L. Strong, Wichita, Kan.
"The Wooden Horse at the Gates of Troy"—C. C. Isely. Cimarron, Kan.
General Discussion.

Adjournment.

Third Session-Tuesday Evening, 8 P. M.

Third Session—Tuesday Evening, 8 P. M.

"My Policy During My Administration"—J. S.
Hart, Chief Grain Inspector.
The following subjects will be discussed:
(1) Shall We Create a Bureau for the Collection of Loss and Damage Claims?"
(2) The Risk of Ownership of Grain.
(3) What Is a Reasonable Buying Margin?
(4) Should the Permit System Be Discontinued?
(5) Amendments to Our Trade Rules.

### Fourth Session—Wednesday Morning, 9:30 A. M.

Address—E. G. Osman, Chicago, Ill. "Our Southwest Problems"—L. H. Powell, Wichita, Kan. "Feeds a Side Line"—Lee H. Gould, Bucklin,

Kan.
"The Relation of the Interior Markets to the Country Dealers"—Ralph Russell, Hutchinson,

Kan. General Discussion. Adjournment.

Last Session-Wednesday Afternoon, 2 P. M.

Secretary's Financial Report.
Report of the Auditing Committee.
Report of the Arbitration Committee.
Report of the Resolution Committee.
New Business.
Election of Officers.
Adjournment.

#### Coming Conventions.

May 6, 7.—Illinois Grain Dealers Ass'n at Peoria, Ill.

May 19, 23.—Community Millers Ass'n at Louisville, Ky.

May 20, 21, 1919.—Grain Dealers Ass'n of

Oklahoma at Oklahoma City, Okla. May 27, 28.—Kansas Grain Dealers Ass'n at

Hutchinson, Kan. June 18, 19.—Ohio Grain Dealers Ass'n at Cleveland, O.

June 25, 27.-Tri-State Country Grain Shippers Ass'n at Minneapolis, Minn.

July 8.—Pacific Northwest Grain Dealers Ass'n at Portland, Ore.

July 15.-Michigan Hay & Grain Ass'n at Detroit, Mich.

July 16, 18.—National Hay Ass'n at Detroit, Mich.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

#### To Fight Side Track Order.

Order No. 15, which relates to railroad leases and maintenance of sidetracks, will be the chief subject under discussion at a get-together meeting to be held in Chicago soon, at which transportation matters as related to the grain trade will be dealt with.

Henry L. Goemann, chairman of the Transportation Com'ite of the Grain Dealers' National Ass'n, will issue the invitations, the recipients of which will be members of the Advisory Com'ite of the National Ass'n, other representatives of the grain trade and allied interests. The purpose of the meeting is to put into concrete form the ideas of those affected by Order No. 15 and outline a plan of procedure for ridding the trade of this obnoxious measure.

#### Urge Care in Loading Cars.

Mr. Goemann, chairman of the Transportation Committee of the Grain Dealers' National Ass'n, wishes to call attention to the grain shippers of the country to the resolu-tion printed herewith. He urges that care be taken both in loading grain into cars and in the matter of grain doors. The following resolution was adopted by the representatives of grain markets and grain consuming industries at Chicago, March 26, and refers to excess heavy loading of cars:

excess heavy loading of cars:

"RESOLVED: In view of notice issued by the United States Department of Agriculture and the United States Rallroad Administration, dated Washington, March 12, 1919, fixing 24 inches from the roof of the cars as a basis for loading corn, instead of 18 inches as heretofore recommended, and the fact that much trouble is being experienced because of excessively high loading of grain in cars, the country shippers should be advised of this new order, and suggestions be made to them that in grain-dooring cars boards of not more than 6 inches in width should be used as the top of the grain dooring, so that inspectors at market points may inspect without destroying an unnecessary quantity of grain dooring, thereby exposing the loading to wastage in sampling."

# Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. Y. C., No. 248,332, passed thru Tippecanoe, Ind., Apr. 18, leaking wheat badly at the grain door.—Urschel Bros.

Southern 253047 passed thru here Apr. 14 leaking barley badly thru cracks which had been stopped up with waste and also where siding was so rotten and broken that it bulged.

—Long Bros., Guthrie, Okla.

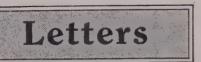
Fort Dodge, Des Moines & Southern, car No. 5,170, passed thru here April 2, leaking oats from under a tin patch at the corner of the car.—I. G. Smock, Wilkin Grain Co., Bussey,

M. K. & T. No. 94,311 came in here March 28, leaking barley at draw bar. Train crew set it out here and the car repairer came and fixed the leak with waste and burlap.—J. E. Morris, Dozler & Morris, Primghar, Ia.

C. B. & Q. No. 104651, filled with oats was set out here March 28, and was not sealed. I reported it to the agent here and he said since he had not billed the car, he would not seal it. It came in on the Washington Branch of the C. B. & Q. and he said it was from Washington, Ia.—W. A. Holland, mgr. Wyman Supply Co., Wyman, Ia.

Southern, 12,624, passed thru Carroll, Neb., which is on the Bloomfield Branch of the C., St. P., M. & O., leaking corn. The stations between Carroll and the end of the line are Sholes, Randolph, Magnet, Wausa and Bloomfield so the car in question must have been loaded at one of these places .- F. A. Wallin.

# The GRAIN DEALERS JOURNAL.



[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

#### Injustice Done Wheat Handlers of Illinois.

Grain Dealers Journal: I not only doubt the right of the Food Administration to order certain Illinois grain dealers to return money, termed "excess profits" to farmers on wheat bought. In my estimation the Grain Corporation never did have any authority to order the rebating of excess profits, and what is more, it never investigated to determine whether profits were reasonable or excessive. I feel that a great injustice has been done the Illinois wheat dealers and I am going to court to settle the matter. Let me urge other grain dealers to take like steps and to co-operate in a vigorous stand for their rights.—M. D. Curtis, Curtis Grain Co., Tiskilwa, Ill.

#### Helped to Collect by Leaky Car Report.

Grain Dealers Journal: We have just collected a claim against the Rock Island Railroad on a car of barley that was leaking in transit, which was twice rejected by the Claim Department of this road account of the claim agent not accepting "Hammer" test as evi-

dence of cars leaking.

In your issue of March 10th, a Mr. Moore reported this car leaking at Herrington, Kans., and after attaching this additional evidence to

our claim same was paid at once.

There are very few cars that will actually leak grain while standing still. We feel that the railroads attitude in regard to leaky cars is very arbitrary.

We certainly appreciate the help you are extending to grain shippers thru your "Leaking in Transit" column.—Yours truly, Southwest Milling Co., by W. F. McManus, pres., Milling Co., by W Oklahoma City, Okla.

#### Carriers Should Accept Weights on Approved Scales.

Grain Dealers Journal: We have read with a great deal of interest report of the special com'ite on settlement of claims for loss of grain in transit, of which Mr. Goemann is

It is certainly gratifying to learn that Mr. Goemann and his com'ite are energetically working on this problem and we hope and working on this problem and we hope and believe that the grain dealers thruout the United States will render the com'ite every assistance in their power, and we also hope that the com'ite will not be backward about calling on the dealers for such assistance as it may find necessary to further the good

We do not find in the report of this com'ite any suggestions that have been offered from any suggestions that have been offered homeited to time, or arguments that have been presented to the railway companies, or any reference to the Pomerene Bill of Lading Act passed by Congress two years ago. Why is it passed by Congress two years ago. Why is it the railroads studiously ignore this bill, and why should not the shipping organizations of the entire country join in a demand upon the railroads that it be observed?

Many grain dealers have adaquate weighing

Many grain dealers have adequate weighing facilities for weighing grain and these facilities are duly recognized by the railway companies in settlement of claims whenever proper evidence is furnished of loss that occurred in transit. Furthermore, the railways now and for some time past have been integrating and specting and approving such weighing facilities. They are doing so with us now and rendering bills for the service. Therefore it logically follows that they are prepared to accept weights taken over such scales and admitting the reliability of same. Why, then, should not this bill be vitalized and the grain dealers and shippers of the country be given the protection the bill was designed to afford? -Maney Export Co., Oklahoma City, Okla.

#### Uniform Blanks Desirable.

Grain Dealers Journal: Referring to the article on page 489 of the Journal for March 25, we would like you to know that the sample of confirmation blank shown there meets with our approval, and we will be glad to see it adopted by all grain firms. It would certainly remove complications and misunderstandings in regard to trades.

Another uniform blank that we would like to have considered, and upon which we would appreciate suggestions, is a uniform account We do not believe there are two firms

using the same form of blank.

We hope that the efforts for uniformity will meet with success.—Globe Grain & Milling Co., Salt Lake City, Utah.

Some Shrinkage Figures.

Grain Dealers Journal: I have been interested in reading the article on "Cost of Handling in Indiana" in "Letters" department of April 10th number of the Journal. table submitted in connection with the article by Mr. Riley is an exhibit of particular value to the grain trade, and in the light of the additional information given by the cost schedule printed on page 581 of the same number it establishes the truth of an unfortunate fact, namely, that few grain dealers realize how much it is costing them to handle grain. I make this statement because practically every dealer who does not make a careful analysis of the facts will estimate his cost at less than 7c per bushel. Yet both of these schedules prove the cost to be over 7c in two widely separated states.

After reading Mr. Riley's letter, I sat down analyze his table. First I noted that no figures have been given for the shrinkage on rye, and I concluded this to have been an oversight, because it does not seem possible that 73 elevators can handle over 75,000 bus. of rye without some loss. Later, I copied the figures and made some computations based upon them, compiling the following table:

Handled. Shrink Wheat ... 3,071,129 Oats .... 3,324,100 Corn .... 954,285 17,092 25,266 7,429 .00556Corn ..... 0077 75,353 Not given

Total ... 7,424,867 49,787 Average .0067 Deducting 75,353 rye ...

> 7,349,514 49,787 Average .00677

These figures are worthy of the attention and careful consideration of everv dealer because they tell a story that vitally affects his business. Failure to make proper provision for shrinkage may indeed mean failure to realize a net profit to many dealers.

As the above table represents the average of the experience of 73 elevators it is safe to conclude that some had shrinkages considerably above the percentage shown, while others fell below those percentages. It is not safe for an individual dealer to assume, for example, that his shrinkage on wheat is .00556% just because that is the average at 73 Indiana elevators. His shrinkage may be much more or somewhat less. He can be safe only if he is guided by the fact as drawn from his own records and experience.

It is to be hoped that every grain dealer will make an analysis of the condition of his busi-

ness so that he can construct a table like the

composite one made up by Mr. Riley. If this is done the country grain trade will be in position to justify the margins taken. And many dealers will find it a necessary requirement of self-defense to have a greater buying margin than they now believe to be needed.—An Independent Dealer.

#### Shippers Shouldn't Suffer for Errors of Freight Agents.

Grain Dealers Journal: Referring to an article on page 572 of your 4-10-19 Journal a There was unusual confusion about a years ago regarding rates on oats in C/L from Texas to most points in the S. E. covered by S.

W. Lines Tariff 23-Q.

In order to get what we supposed would be reliable rule for construction, we applied to the Chairman of the Western Freight Traffic Committee for Texas, who, on authority of a higher authority at St. Louis, advised that the locals to and beyond River Points should be added and increased 25%, according to table of increase in rates. We made salesk on that basis. Some shipments went through O. K. On others additional charges were made at destinations and delivering lines will not make refunds, contending that higher rates were applicable, and successors to the officials (there have been many changes) who advised us, are now supporting the higher rates on ground that first quotations were in

How is a shipper to tell how to figure rates when high officials differ? Ought not the firsts rates quoted be protected until changed by officials of same rank? Under present regimes shippers take many chances and don't know where they are until undercharge claims are barred by limitation.

We think dealers ought to insist on the appointment in every section, convenient as to-location, of R. R. rate experts whose duty it shall be to furnish quickly by wire, firm, irrevocable quotation on rates on any commodity between any points in the U. S., with free quick wire service by local agents to such rate experts. It frequently takes 10 days and over to get a quotation on rates and the opportunity for business is gone.

Then if they misquote, penalize the officials or the lines represented instead of shippers

consignees.

All carriers have sure-enough experts in their Auditor's office who catch every error made by other employees, who are not re-

made by other employees, who are not responsible, and who apparently do not care how many misquotations they make.

We understand under present laws carriers can be penalized for misquotations, but the fines go to the governments, and shippers stand the losses just the same. No advantage to them to prosecute. Real experts are available (see Auditors' Offices) and should be employed in quoting rates, where tariffs are not clear or available. Many stations are without tariffs covering large per cent of business offered, and shippers cannot get them.

It is an unfair law that imposes the burden of understanding tariffs they can get and those they cannot get, on shippers, when the R. R. Officials, who edit or should understand them thoroughly, either cannot or will not interpret them correctly.

It is unreasonable to have to wait 10 days or longer for unreliable quotation, with pres-

ent facilities.

We favor the Zone System: the elimination all discriminating exceptions; compelling all lines to participate, as equitably as possible, in all business, and compelling of most direct possible travel, regardless of number of lines traversed, with due regard to junction ex-

We believe this would simplify matters greatly, reduce expenses, increase revenues, give more and better service with same equipment, and leave plenty of room for profitable expenditure of skill and energy without fur-

# The GRADEALERS JOURNAL.

ther burdening of the Joneses.-Yours truly. The J. A. Hughes Grain Co., by J. A. Hughes, Mgr., Howe, Texas.

Railroad Must Replace Side Track.

Grain Dealers Journal: My attorneys received a message from Washington, D. C., on Apr. 14 to the effect that the Supreme Court has affirmed the State Public Utilities Com-mission, the County Court of Sangamon County and the Supreme Court of Illinois, in their order that the L. E. & W. replace my sidetrack that it took up.

I do not know whether the railroad com-pany will surmise by this time that it may be compelled to re-lay my track, or not. I should think it would, but I suppose it will want a decision from the League of Nations as soon as President Wilson gets it signed up.—J. S.

Cameron, Elliott, Ill.

#### The Cost of Handling Wheat.

Grain Dealers Journal: The grain dealers of winter wheat states are preparing reports of the cost of handling grain. We have compiled the work in Indiana and Sec'y W. E. Culbertson, of the Illinois Grain Dealers Ass'n, is now compiling reports, ready to submit at a conference to be held early in May, provided for and to be called by the National Ass'n.

The last crop of wheat was not handled at a profit by the country grain trade; in fact few, if any, made any money out of it at all while many actually handled it at a loss. of the important things to be done in handling grain is to buy it strictly on grade, then test it as fully as possible. It must be sold by grade and the old fashioned way of buying all wheat at practically the same price, making the good carry the poor, was a bad practice, resulting in the development of a belief among people not in the grain business that anyone could handle grain; that no qualification or experience was necessary, just a pair of scales, a few scoop shovels, etc., and you were a full fledged grain dealer. Many of our people still conduct their business in that manner, then complain about not making any money and about too many fellows in the business.

In addition to the trouble indicated, the practice did not encourage the growing and marketing of better grain, but to the contrary it encouraged the farmer and the threshermen to leave everything they could in the grain they marketed.

Much of the work of the government in its supervision of the marketing of grain has brought hardships to the trade, but dealers that accept the situation and protect their interest by grading and buying grain according to the rules, will ultimately find the hand of the government has not rested too heavy on them for their own good.

Now, the purpose of the grain dealer is to perform a service for his community, for which he exacts compensation and that compensation is not provided for in the margin of profit allowed; to many 8c per bu. on wheat plus freight actually results in loss, even to the dealers who grade and handle their wheat in an approved manner.

The Advisory Com'ite of the Grain Dealers National Ass'n, composed of the Secretaries of the affiliated ass'ns, is extremely anxious to demonstrate just what it costs to do this business, hence this campaign and we hope the dealers will do what they can to so keep their books and accounts that they will be able to clearly and correctly show what it actually costs to handle grain. The Agency of Control will expect the wheat crop to be handled at cost, plus a fair margin but so far many who have had to do with representing the trade in the councils have not been backed up with correct information, which we are now seeking and when we are through we will be prepared to present the same to the trade, as well as to the Agency of Control.-Chas. B.

Riley, Sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

#### Costs of Handling Grain at Northwestern Country Elevators, Crop Year 1917-18.

Grain Dealers Journal: The cost of handling grain at country elevators is of great importance at this time with the changed and changing conditions under which grain is now handled, for with the opportunity to "hedge" eliminated the difference between the price paid and the price received must cover all costs of operation and any profit.

With this in view I undertook last fall to learn the actual cost of handling at individual elevators throughout the Northwest, Minnesota, Montana, No. and So. Dakota. Some three hundred replies were received to our questionnaire, but many of them were incomplete and it was not possible to make use of all of them; the following items were asked

Managers' salary. Extra labor. Light, heat, power. Bonds and licenses. Rent of site. Taxes-elevator and grain. Insurance—elevator, grain, other.
Interest—money borrowed to carry grain. Incidentals—coopering cars, office fuel, postage, telegraph, telephone. Depreciation.

It will be noted that the above items do not include any of the costs at the terminal, such as commission, inspection, weighing and switching, and freight on dirt, loss in transit and loss in grade or dockage is not taken into consideration.

Based on bushels handled, taking 10,000, our reports indicate costs as follows:

10 elev's 30,000 bu. .1110 cents per bushel. 9 elev's 40,000 bu. .0688 cents per bushel 11 elev's 50,000 bu. .0774 cents per bushel. 60,000 bu. .0726 cents per bushel. 70,000 bu. .0629 cents per bushel. 80,000 bu. .0516 cents per bushel. 6 elev's 11 elev's 7 elev's 90,000 bu. .0439 cents per bushel. 5 elev's

5 elev's 100,000 bu. .0504 cents per bushel. Taking elevators handling between 30,000 and 69,000 bushels the average cost of handling at the elevator shows .081 cents per bushel; between 70,000 and 110,000 bushels the average cost shows .054 cents per bushel, and the average between 30,000 and 110,000 bushels are the average between 30,000 and 110,000 bushels are the state of the same than 10,000 bushels. bushels would be .0652 per bushel.

The costs at the terminal market to include only commission, inspection, weighing and switching would amount to from one and three-quarter to one and seven-eighth cents, so to determine the total cost to the operator of a country elevator this cost should be added to the cost of operation at the elevator.

According to the Government estimate Nov. 1, 1918, the crop of 1918-19 for the four northwestern states amounted to slightly over 975 Wheat, 30%; oats, 29½%; barley, 12%; rye, 4%; flax, 1½%; corn, 23%.

Taking for the average handling of elevators in these four states, 100,000 bushels per year, on basis of the above percentages, and the approximate gross margin as shown on the Grain Bulletin quotation card the following result is obtained

30,000 bu. at 7½ cents.....\$2,250.00 Wheat 29,500 bu. at 5 cents..... 12,000 bu. at 10 1,200.00 Barley cents..... 320.00 215.00 4,000 bu at 8 cents..... .500 bu. at 15 cents...... Flax 23,000 bu. at 9 cents..... 2.070.00

Representing slightly over 7½ cents per bushel gross margin, or deducting the terminal charges, approximately .057 cents per bushel at the elevator; this taken in connection with our reports of the actual cost at elevator, it will be noted that the quotation card basis is not unreasonable.

All users of the Grain Bulletin quotation card do, or should, understand that the card represents a minimum value for grain at their elevator, based on what such grain is worth "to arrive" at the most favorable terminal market and that they can, if they feel they can afford to, pay more than the card basis, and there is plenty of evidence to show that it is so understood, and the fact that approximately 90% of the elevators in these states are using the card would seem to indicate that the basis was satisfactory.

The above represents, of course, only my personal conclusions, arrived at after careful investigation extending over many years, but I wish to make the quotation card as valuable as possible to the users and invite criticism on my conclusions.—F. R. Durant, Minneapolis,

#### More Careful Grading by Shippers Needed.

Grain Dealers Journal: I see that a committee of seven to represent the grain and milling interests are to make the rounds of the terminal markets to investigate the various methods of sampling and grading grain.

Well. I think this is a good stunt. But I also think that the boys at the other end of the line should be looked after too.

If the grain was as carefully inspected when it is received at the country elevators as it is even now inspected at the terminals, we would have fewer complaints on the grading at the terminals.

The solution of the grading problem—if it is ever solved—should begin on the farms and at the country elevators. So long as such a large percentage of the country grain buyers are so careless we may expect to have more or less dissatisfaction with our grading at the terminals.-E. T. Custenborder, Sidney, O.

#### Suit Still Pending in Elevator Lease Liability.

Grain Dealers Journal: No further steps have been taken in my suit with the C., M. & St. P. R. R. and the case has not been brought to trial yet. The case arose September, 1914, when a spark from a passing train set fire to my elevator. The elevator was not in use at the time and no one saw the fire. The ware-house connected, however, was being used to store machinery, plows, egg cases and other articles belonging to various parties. These parties received \$800 in claims from the railroad, but when my case came up under the supervision of the insurance company, the railroad claimed that they did not start the They proved by witnesses that the spark arresters were in good working condition.

Then they brought up the question as to paragraphs 6 and 8 in C., M. & St. P. ground lease contracts and the Judge ruled that they should be sustained and took the case out of the hands of the Jury. We lost the case and it was dropped.

Now, after four years have elapsed, the railroad company served summons on me showing cause why I should pay \$865 for what they paid for claims on account of this fire, with now admit that they set fire to the property, but base their claims on paragraphs 6 and 8 of their land lease. I will fight this case in the circuit court. This goes to show that the grain dealers having elevators on right of ways are practically at the mercy of the railroads.

Last fall when the case was to have been tried, no term of court was held on account of so much influenza. This spring when the case was to come up some of the railroad's principal witnesses were ill and could not come, so the case has been continued. The case may come up at the adjourned term of court the last of May or go over until the fall term of court.—C. J. Dickson, Scotland, S. D.

## The GRAIN DEALERS JOURNAL.

# Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

#### COLORADO.

Chicago, Ill., April 23.—During the past few weeks farmers of Colorado have been busy with spring plowing and extensive preparations ops. Fall grain crops have been improved local snows and rains throughout the state, and the promise is for an unusually large yield, especially of winter wheat. S. H. Jonhson, F. M., Rock Island Lines.

#### ILLINOIS.

Ridgeville, Ill., Apr. 21.—The oats in this locality are all up and show a healthy growth and even stand.—L. M. Walker.

Perry Springs, Ill., Apr. 22.—We have every prospect for a bumper wheat crop with about one-third more wheat acreage than ever before.

—Perry Springs Grain Co., Geo. Gaut, mgr.

Le Roy, Ill., Apr. 22.—Wheat and oats are looking fine except that they need rain badly. The increased wheat acreage has lessened the acreage sown to oats. The farmers are preparing their corn ground for planting and no doubt some will plant a little earlier on account of forcestly conditions. favorable conditions.

Springfield, III., Apr. 23.—Seeding in the northern division has been delayed by rain, but moisture is needed in the central portions for oats, meadows and pastures. Weather is favorable for corn plowing and some planting has wheat looks well. Frost was quite general on the 18th, but no damage is reported.

#### INDIANA.

Leiters Ford, Ind., Apr. 19.—I am preparing to handle a large crop of wheat and rye. It looks fine here.-J. L. Hoesel.

Lapaz, Ind., Apr. 17.—Wheat looking fine and prospects could not be better. About half of the crop has been sown. Still rainy and trying to snow.—W. Wilson, mgr. Lapaz Grain

Bicknell, Ind., Apr. 14.—The river killed some of our wheat here but what is left looks fine. With our increased acreage, we will still have with our increased acreage, we will still have a crop above our average. Oats sowing is nearly over and I think the usual acreage has been put in. Corn is very scarce here now, but I think the new crop will be as large as last year or larger. Plowing is progressing rapidly.—O. L. Barr, O. L. Barr Grain Co.

#### IOWA.

Everly, Ia., April 1.—It is too wet to start seeding.—F. F. Ruge.

Royal, Ia., Apr. 8.—Ground is in fine shape for seeding.—A. C. Wettestad.

Coon Rapids, Ia., Apr. 11.—Wheat and oats are all seeded, wheat up. Plenty of moisture and plowing for corn has started.—Coon Rapids Grain Co.

Davenport, Ia.-Many farmers in this section Devenport, Ia.—Many farmers in this section are going to be disappointed because they put in spring wheat instead of barley this year. The barley acreage has been reduced by 69% and consequently will be high, while only a poor grade, thin, spring wheat can be raised in this locality.—W. A. Hutton, Lamson Bros. &

Mason City, Ia.—Have had an abundance of rain and this morning 2 or 3 inches of snow. Little seeding, and we stood to lose two weeks' time in field work. We had dandy weather over Sunday and the farmers are taking advantage of it to advance their delayed seeding as far as possible.—G.

Des Moines, Ia., Apr. 22.-Field operations are being pushed rapidly after being suspended for almost two weeks on account of cold rainy weather during which time there were frost and freezing temperatures on several mornings. Early seeded oats are up, but a large acreage in the central and northern portions has yet to be sown. The difference of three

weeks between the earliest and latest seeding well cause wide variation in the maturity and harvest time of this crop. Poor stands may result in some localities because the seed germinated on top of the ground, there being no opportunity to harrow or disk it in. Spring no opportunity to harrow or disk it in. Spring wheat seeded before the rains is up and looking well. The acreage is probably reduced because of the wet weather as it is now too late to seed. Winter wheat, rye, grasses, pastures, meadows and fruit are in fine condition. Delayed plowing will cause much late corn planting. General rains reported on the 21st and 22nd will cause further delay.

#### KANSAS

Russell, Kan., Apr. 10.—Prospects for wheat are nearly perfect.—A. L. Boyd.

Russell, Kan., Apr. 4.—The wheat crop stands at 100% with full acreage. Weather favorable, ground saturated with moisture. Oats are backward owing to cold nights. Very little corn planted.—P. W. Crowe.

Greenburg, Kan., Apr. 10.—Wheat never looked better in Kiowa county. Had a bad storm and freeze yesterday and last night which probably killed the fruit.—Farmers Grain & Supply Co., B. Bryan, mgr.

Westfall (Lincoln p. o.) Kan., Apr. 12.—Prospects for a record wheat crop in Lincoln and Elleworth counties were never better. Very Ellsworth counties were never better. Very little ground available for spring crops.—Chas. P. Nelson, mgr. Farmers Grain & Supply Co.

P. Nelson, mgr. Farmers Grain & Supply Co. Topeka, Kan., Apr. 18.—The estimated acreage of winter wheat is about 10,758,000 acres with a 99.32% condition. Conditions were never better for a record breaking crop. A similar acreage and condition has never been equalled in a similar area. Only 3/5 of 1% of the amount sown has been damaged. The present condition is the highest April condition reported since 1901 when the condition of 4.269,000 ed since 1901 when the condition of 4,269,000 acres was 99.8% and the average yield was 17 bu. per acre. With the present prospects Kansas should produce 200,000,000 bus, of wheat this season. The soil is well soaked and it is that there is enough moisture in the ground now to bring the wheat to maturity. The advanced condition of the wheat in the river dis-tricts may cause it to produce too much straw and lodge. What small damage is done is in the western part of the state. The crops could not be pastured as late as usual on account the snow and wet ground. Sowing of oats and barley is later than usual because of the wet weather, and the large wheat acreage has made the acreage of other grains less. Conditions seem favorable for the crops.—State Board of

#### MICHIGAN.

Lansing, Mich., Apr. 1.—The condition of wheat was 94. The condition one year ago was 70. The average depth of snow in the State on March 15 was 0.86. On March 29 the average depth of snow in the State was 0.24. In answer depth of snow in the State was 0.24. In answer to the question of whether the wheat during March suffered injury the majority of correspondents from every part of the state have answered "no." Threshers reports show the returns for the past year to have been: 9,169,-230 bus. of winter wheat on 635,000 acres, 777,-773 bus. of spring wheat on 43,208 acres, 6,810,-234 bus. of wheat on 43,208 acres, 6,810,-234 bus. 834 bus. of rye on 475,400 acres, 62,246,234 bus. of oats on 1,580,936 acres and 257,801 bus. of spelts on 9,412 acres.—Coleman C. Vaughan, secv. of state.

#### MINNESOTA.

Minneapolis, Minn., Apr. 14.—Seeding seriously delayed in northwest.—Quinn-Shepherdson Co.

Minneapolis, Minn., Apr. 23.-The past week has been more favorable for seeding, following ten days of rain and snow. Previous to that a small amount of seeding had been accomplished small amount of seeding had been accompanied in a number of localities. The dry districts of Western North Dakota and Eastern Montana have had heavy snows and there is sufficient moisture all over the Northwest to carry the moisture all over the Northwest to carry the crop for some time. In a few sections of Minnesota and South Dakota from 25 to 50% of the wheat crop is in, but a majority of the crops will be very late. Owing to the lateness of the season and lack of ground preparation, much of the seed will probably be stubbled in, and the acreage will probably, on this account, be reduced, as farmers figure that wheat sown so late is liable to be caught by the black rust so late is liable to be caught by the black rust which we have had for the past five or six years, or by hot winds in July. More Durum wheat will probably be sown in North Dakota.

Should the wheat acreage be decreased, there will be a larger acreage of barley and oats Rye is in fine condition due to the recent rains With favorable weather seeding could be completed by the middle of May which would nobe much later than the average for the Northwest during the past ten years.—The Van Dusen-Harrington Co.

#### MISSOURI.

Eldorado Springs, Mo., Apr. 10.—Wheat never looked better and the prospects are for a record crop.—Eddleman & Cook.

ord crop.—Eddleman & Cook.

Jefferson City, Mo., Apr. 10.—Wheat acreage is 36% above last year and indicated yielde
of 80,000,000 bus. is 51% above the 52,873,000bu. output in 1918. The conditions are 102
against 92 for Apr., 1918. The present condition of 103% is the highest on record with thei
exception of the year 1882, when it was 110%.
In Apr., 1902 (with similar outlook) the condition was 91% and the yield 19.9 bus. During:
the past 20 years the condition of wheat on
July 1 has been lower than on Apr. 1, 12 timesic
and the same or above 7 times, and from this July 1 has been lower than on Apr. 1, 12 times and the same or above 7 times, and from this we may expect a 10% decrease by July thuss giving us a yield of 69,880,000 bus. April, 19180 was 92%. Plants are rank and farther ad-towarded than usual. There is little insect damage or plant disease. Stock pastured the crops later than usual. Some damage was done by the construction of the construction of the construction of the construction. March overflows on low ground. The seedings of spring wheat is completed with an increased acreage. Rye condition is 101%.—E. A. Logans and Jewell Mayes, Federal and State Dep'ts of second seedings. Agriculture.

#### NERRASKA

Friend, Neb., Apr. 9.—Winter wheat is look-sing fine, spring wheat small acreage but init good condition. Not much oats sowed.—W. F.! Sheppard.

West Point, Neb., Apr. 21.—Crop conditions are good in this locality. Seeding almost done. Winter wheat looking fine.—Farmers Co-oper-Winter vative Co.

Stella, Neb., Apr. 15.—Wheat is looking fine with plenty of moisture. Fifty per cent of oats seeded and coming good. Rainy weather is delaying seeding.—Jesse Wright.

#### NORTH DAKOTA.

Revere, N. D., Apr. 21.—Seeding operations are just starting here. The ground is in excellent condition for the crop as there is plenty of moisture. Lateness of the season will reof moisture. Eateness of the season will reduce the wheat acreage, but there will be an increase of barley and flax. Farmers have little wheat on hand, but about 30% of the barley crop remains unmarketed.—Ferd Olsen, agt. St. Anthony & Dakota Elvtr. Co.

Lima, O., Apr. 11.-Oats seeding is done and plowing for corn is almost completed. Farmers are 30 to 60 days ahead of schedule on ers are 30 to 60 days ahead of schedule on all spring work. Prospects were never better. Wheat and rye are showing up the best we have seen in 20 years. If the present weather continues plenty of corn will be planted in April. Timothy and clover look fine. No change in corn and oats acreage. Present prospects indicate a satisfactory crop.—H. G. Pol-

#### OKLAHOMA.

Burlington, Okla., Apr. 21.—Wheat fine and a big acreage sown.—G. W. Lousignout.

Burlington, Okla., Apr. 21.—Present growing crop extremely good, and plenty of moisture.—Randels & Grubb.

Mountain View, Okla., Apr. 11.—Crop prospects were never better.—P. N. Kroeker, mgr. Farmers Mill & Grain Co.

Enid, Okla., Apr. 19.—Crops are fine and we expect a bumper crop of wheat this season.—C. W. Goltry, Goltry Grain Co.

Frederick, Okla., Apr. 9.—Wheat conditions vere never better in southwest Oklahoma and the acreage has been increased about 20% .- E. O. Billingslea Grain Co.

Jefferson, Okla., Apr. 22.—The wheat crop here is 100% perfect. Oats look fine and the farmers are now planting corn, the ground being in fine shape.—Jas. McIntyre, McIntyre

Marshall, Okla., Apr. 12.—Our wheat prospects are the best ever, 125% of normal ground in fine condition and plenty of moisture.—Pearson & Hayton.

# The GRAIN DEALERS JOURNAL

Chicago, Ill., April 23.—Wheat continues in plendid growing conditions in Oklahoma. Oat planting has been completed and in the southern part of the state is showing good growth. Jorn planting is still in good progress.—S. H. Johnson, frt. traffic mgr., Rock Island Lines. TEXAS.

Coleman, Tex., Apr. 12.—There will be a arge oats and wheat crop in this county. After wo years of drought the people are anticipating a prosperous year.—Wilson Grain Co.

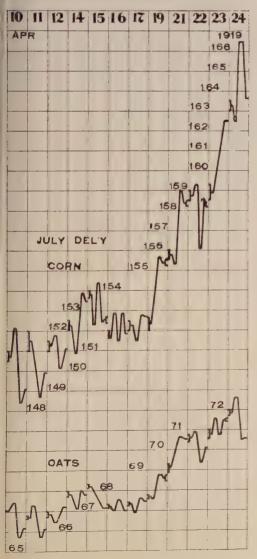
Vernon, Tex., Apr. 15.—This county has the largest wheat acreage in recent years and the condition is perfect. With favorable weather the harvest will begin about May 20 to 25.—X.

Coleman, Tex., Apr. 14.—Prospects for oats and wheat very good. Some acreage killed by cold during winter, but what is left is showing up very good.—Coleman Grain & Mercantile Co.

Chicago, Ill., April 23.—In eastern New Mexico and the Texas Panhandle crop conditions are excellent. Recent rains and snows have been very beneficial, and the cold weather did no damage. Conditions all over the Panhandle are more promising than they ever were before. Estimated increase in the Panhandle over the 1918 crop: Wheat 100,000 acres; oats, 50,000 acres; corn 2,000 acres; milo maize, kaffir and feterita 600 acres. The general outlook is favorable in every way.—S. H. Johnson, F. T. M., Rock Island Lines.

# Chicago Futures

Opening, high, low and close on corn and oats for July delivered at Chicago for two weeks past are given on the chart herewith.



Fort Worth, Tex., Apr. 12.—From present indications, the wheat crop this year will be 50,000,000 bus. It is estimated that the crop in the Pan Handle will be 25,000,000 bus. and this is as much as all of Texas has ever raised, if not more. In other sections, the acreage has never before been so large, and has never been in better condition for the season. In a recent conversation with Mr. Piazzek, he expressed the opinion that all the wheat in Texas, Oklahoma and half of that raised in Kansas would move this season at prices above the government's guaranteed price owing to the proximity of these states to gulf ports and the possibility of sufficient ships to move the grain, doubtless meaning that a great deal of it would be exported.—H. B. Dorsey, sec'y, Texas Grain Dealers' Ass'n.

#### VIRGINIA.

Alexandria, Va., Apr. 15.—There will be a fine wheat crop and a good hay crop in this section, as both look good at the present time.—W. H. May & Son, Inc.

Herbert Hoover, chairman of the interallied food commission, accompanied by a large staff is now in Berlin.

MILLERS at their national meeting in Chicago did not agree on any plan. They considered several and appointed a special committee to formulate one. The first government plan was prepared by the millers. What are the grain men doing?—C. A. King & Co.

A TOTAL of 1,600,000 tons of grain and cereal products is expected to be sent to Europe from this country in the 30 days ending May 9. Grain handlers at New York agreed early this month to release the greatest possible percentage of the port facilities for the purpose of carrying out the program of export.

ONLY FIVE out of twenty-two principal industrial groups thruout the country reported a condition of general business prosperity in replies to a questionnaire sent to 4,400 members of the National Ass'n of Manufacturers. Sixteen of the twenty-two groups reported business below 50% or normal prewar conditions. Among the chief obstacles to general business activity were mentioned the delay in signing the treaty of peace; general high costs of labor and materials; continued government control, management and operation of railroads, etc.; sudden imposition of heavy war revenue tax burdens on industry; labor unrest, agitation and industrial strife; and high prices of wheat, due to government guarantee.

# Exports of Grain Weekly, Bus., 000 Omitted.

	W	Wheat.		Corn.	Oats.				
	'18-19. '1	17-18. '1	.8-19. '1	17-18. '	18-19.	17-18.			
Jan.	43,600	2,191	61	177	2,198	1,966			
Jan.	114,404	1,805	104	1	3,206	2,134			
Jan.	185,013	2,109	119		3,100	1,728			
Jan.	253,661	1,683	113		3,155	795			
Feb.	11,884	1,568	28		558	1,708			
Feb.	8,2,947	1,037	418	514	840	1,605			
Feb.	155,684	950	120	353	1,315	1,350			
Feb.	223,209	675	37	108	1,298	1,499			
Mar.	13,914	1,232		93	351	1,812			
Mar.	81,543	1,172	59		1,261	968			
Mar.	152,152	844	17	891	479	1,706			
Mar.	223,840	855	253	1,036	1,022	2,410			
Mar.	296,278	1,157	11	1,421	741	1,309			
	55,172	1,251	132	1,218		1,059			
	125,765	994	37	2,109	634	3,364			
Apr.		910	24	547	357	3,327			
Total since									
Ju	ly 1.137,060 1	05,183	8,246	18,927	82,4671	00,582			

# **Grain Movement**

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

#### CANADA.

Ft. William, Ont., Apr. 10.—The elevators here are full. There are over 40,000,000 bus. of grain in public terminal elvtrs. alone. Navigation should be open within the next ten days, but the volume of grain that will be moved then is still problematical.

#### ILLINOIS.

Ridgeville, Ill., Apr. 21.—Very little oats and corn left in the farmers hands.—L. M. Walker. New Lenox, Ill., Apr. 12.—All corn has been moved from this part of the country.—Willis Morris.

#### OWA.

Coon Rapids, Ia., Apr. 11.—There will be very little movement of corn.—Coon Rapids Grain Co.

Royal, Ia., Apr. 8.—Movement of grain slow here, about ¼ of crop still in farmers' hands.
—A. C. Wettestad.

#### MICHIGAN.

Lansing, Mich., Apr. 1.—The total number of bus. of wheat marketed by farmers in March was 66,680 at 96 flouring mills and 15,712 to 54 elvtrs. and grain dealers. Of this amount 57,928 bus. were marketed in the southern counties, 18,130 in the central and 6,334 in the northern counties and upper peninsula. The estimated amount of wheat marketed in the past 8 months is 4,650,000 bus. Reports from 120 mills, elvtrs. and grain dealers show no wheat marketed in March.—Coleman C. Vaughan, see'y of state.

#### MINNESOTA.

Minneapolis, Minn., Apr. 14.—There is no wheat left in the country. Barley coming in all right.—Quinn-Shepherdson Co.

wheat left in the country. Barley coming in all right.—Quinn-Shepherdson Co.
Redwood Falls, Minn., Mar. 27.—Some corn, barley, rye and considerable wheat still on the farms.—Arthur Carr, agt. Eagle Roller Mill Co.

#### NEBRASKA.

Friend, Neb., Apr. 9.—Very little wheat in farmers hands. We are shipping in corn and oats and selling to the farmers.—W. F. Sheppard.

West Point, Neb., Apr. 21.—We had a short corn crop but will have enough for feeding which is quite extensive.—Farmers Co-operative Co.

Bips for the construction of the first sections of the good roads to be built in Illinois were opened by the State Highway Commission Apr. 23. The figures submitted are for portions of the Dixie and Lincoln Highways and the Chicago-St. Louis Federal post road. The report of the Daily Com'ite which has been investigating the cost of materials used in road building will submit its report next week. It is understood that the governor has already drafted a bill for the erection by the state of a cement plant with an appropriation for its maintenance and the delivery of its products to those sections of roads to be built under the \$60,000,000 bond issue.

#### Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY OATS.											
	Apr. At	or. Apr.	Apr.	Apr.	Apr.	Apr.					
	10. 1	1.  12.	14.	15.	16.	17.	19.	21.	22.	23.	24.
Chicago	671/2 67	71/2 683/4	69%	$68\frac{3}{4}$	68 5%	$69\frac{1}{4}$	$70\frac{5}{8}$	$71\frac{1}{2}$	70%	71%	70%
Minneapolis	66 66	67	68	671/8	66 %	67	681/8	69	68%	691/4	68 1/2
St. Louis		81/2 69 3/2	701/2	$70\frac{1}{4}$	$69 \frac{5}{2}$	$69\frac{34}{4}$	71	$72\frac{1}{4}$	$71\frac{1}{2}$	$72\frac{1}{2}$	711/2
Kansas City	681/4 68	69%	$70\frac{1}{8}$	69	69.	$69\frac{5}{8}$	$71\frac{1}{8}$	71%	71	$71\frac{1}{2}$	70%
Milwaukee	67 1/2 63	7½		68%	68%	691/8	$70\frac{3}{4}$	711/2	71	71%	71
Winnipeg		11/2 721/8	$72\frac{7}{8}$	721/2	$71\frac{1}{2}$	$71\frac{1}{8}$	74	75%	$74\frac{34}{4}$	76%	$75\frac{1}{2}$
MAY CORN.											
Chicago1	56% 157	734 1581/2		158%	1581/4	159	161	164	164%	168	167%
Ct Torris	6014 163	13/4 7/67/8/4	1673/4	1601/2	$160\frac{1}{8}$	160 %	161%	$163\frac{1}{4}$	164%	1.68%	167
Langua City	5916 160	1% 160%	1614	100%	$160\frac{1}{2}$	$160 \frac{5}{8}$	$162\frac{1}{2}$	166	167	169%	
Milwaukee1	56% 158	3	1601/4	159	158%	158%	161	1631/8	165	$168\frac{1}{4}$	167%

### Breach of Contract and Permit System.

The Supreme Court of Nebraska on Mar. 1, 1919 reversed the decision of the District Court of Douglas County and gave judgment for John T. Fahey & Co., of Baltimore, plaintiffs, against the Updike Elevator Co., of Omaha, defendant.

The contracts contained a clause "Shipment, Jan., Feb., open port or permit by Feb. 1st."
The ports for shipment were at times closed by the government, and consequently the railroads would not receive grain for shipment from Omaha to Baltimore unless the shipper first obtained a special permit for that purpose.

The defendant contends that the contracts should be construed to mean that the plain-tiff agreed, in case the port was not open, to obtain shese permits at the times named in the contracts; that the plaintiffs failed to perform that part of the contracts, so that the defendant was unable to ship the grain, and in the meantime the market declined in price to the defendant's damage.

The plaintiffs contend that the contracts should not be construed to be an absolute agreement on their part to procure and furnish the permits at the time specified; and that the court erred in finding that the price of the grain should be taken as of the day on which the permits were to be furnished, and that the price should be taken as of the day when the defendant declared the con-racts canceled because of the failure to fur-nish the permits; and that in the meantime the market price had advanced so that the defendant suffered no damages.

After the day named in the contracts for procuring the permits, the defendant continued to insist upon procuring the permits, if possible, and some permits were obtained and further shipments made by defendant under the contracts. This continued until the time for shipments made by defendant had terminated, and the defendant thereupon declared the contracts terminated. This was March 3, 1917, and in May, 1918, the defendant filed in the district court the counterclaim for damages.

claim for damages.

The court said: If the failure on the part of plaintiffs to obtain and furnish the permits on the day named in the contracts is to be regarded as a breach of the contract, it was immaterial when these permits were obtained, provided they were in time to satisfy the defendant to continue the shipments. Therefore without waiving the procuring of the permits, the defendants might waive the time of procuring them. This was clearly done by the conduct of the defendant. On Jan. 30, 1917, defendant wrote plaintiffs, "At the present moment the open sales that are now due are waiting for permits to ship and are past due." Plaintiffs answered by telegraph, "Our hands are tied until railroads give more relief." As late as Feb. 14, 1917, defendant wired, "Have you anything for us today," and Feb. 19, 1917, "What's prospects furnishing permit of wheat and hundred corn," and Feb. 20, 1917:

"Can complete your last permit corn today if you will furnish permit balance hundred due advise. Immediately give us some wheat."

And then, as the time for shipment would expire on March 1st defendant heran to corne-

advise. Immediately give us some wheat."

And then, as the time for shipment would expire on March 1st, defendant began to correspond, looking to a cancellation of the contracts; and on Sunday, March 2d, the defendant formally, for the first time, declared the contracts forfeited, "because of your failure to furnish railway permits" (under the contracts specifying particularly all of the contracts involved), "or make other disposition we have canceled all of the above contracts." This was followed on Monday, the 3d, by a letter confirming the cancellation.

The measure of damage in such case is the

The measure of damage in such case is the difference between the price agreed upon and the price at the time of the breach of contract complained of. The precise day of furnishing the permits being of no importance, except as it delayed shipment, might be waived by offering to receive the permit at a later date, and the correspondence amounted to such offer. It follows that the breach of contract on plaintiffs' part was in failing to furnish permits within the time that defendant offered to receive them as a compliance with the contracts, which was March 2d, or, as that was Sunday, March 3d. It follows that the measure of damages would be the difference between the contract price and the market price on the 3d day of March. The

market price advanced after the date named in the contracts for furnishing the permits, so that the defendant suffered no damage. The judgment is therefore reversed and the cause remanded for further proceedings. Reversed and remanded.—171 N. W. Rep. 50.

#### New Barley Grades of F. A.

The Food Administration Grain Corporation's standards for barley purchases have un-

given below:
Quality A—Shall be sound and sweet (see note 1), bright in color, clean (modified by note 2), plump, dry (see note 3), not scoured or clipped or treated, and shall weigh not less than 49 pounds to the measured bushel, Winchester Standard; may contain not more than one per cent of other grains, including wild oats.

chester Standard; may contain not more than one per cent of other grains, including wild oats.

Quality B—Shall be sound and sweet (see note 1), of good healthy color (bright or straw color), clean (modified by note 2), dry (see note 3), not scoured or clipped or treated, and shall weigh not less than 48 pounds to the measured bushel, Winchester Standard; may contain not more than two per cent of other grains, of which not more than one per cent may consist of wild oats.

Quality C—Shall be the same in all respects as Quality B with following exceptions: may be moderately stained or discolored, shall weigh not less than 47 pounds to the measured bushel, Winchester Standard; and may contain not more than three per cent of other grains, of which not more than two per cent may consist of wild oats.

Note 1—The term "sound and sweet" as used in the foregoing specifications for barley shall be construed to mean barley which is free from smut, must or ground smell, and has not been adulterated with damaged grain.

Note 4—The Food Administration Grain Corporation reserves the right to determine thru its own representative, as to whether or not the comply with the barley purchased, and the decision of the representative will be final.

Note 5—Barley of C color, testing 49 lbs. or better and in all other respects equal to quality B, may be accepted as B on B contracts, purchased at B price.

Jeffery for Commerce Commissioner.

#### Jeffery for Commerce Commissioner.

Attorney James C. Jeffery, of Chicago, has the backing of many friends for appointment to the position on the Interstate Commerce Commission formerly occupied by James C.

His long experience has made him an expert on transportation matters. He has represented the grain trade in litigation before the commission and was formerly commerce counsel of the Missouri Pacific, Iron Mountain and Southern railroads. He has also been counsel for the Executive Com'ite of the Chicago Board of Trade. He has the support of Henry L. Goemann, chairman of the Transportation Com'ite of the Grain Dealers National Ass'n, who says that Mr. Jeffery, because of his being familiar with their needs thru his experience in representing them, will be very acceptable to shippers and especially to the grain and hay trade.

Mr. Jeffery is 40 years old, a graduate from Yale and from the Harvard Law School. From 1904 to 1911 he was connected with railroads above mentioned, during which time he transacted business before the various state utilities commissions. Since 1911 he has been senior member of the law firm of Jeffery, Campbell & Clark. His firm has represented some of the largest grain shipping interests in the country,

# **Our Callers**

D. L. Mowbray, Creston, Ill.

Edward R. Benson, of the Edward R. Benson Co., Sioux City, Ia.

B. K. Postlethwaite, sec'y Richardson Grain Separator Co., Minneapolis, Minn.

Ed. H. Sullivan, formerly with the Pierson-Lathrop Co., is now mgr. of the cash grain dep't of the Hodgson-Davis Grain Co.

#### Buyer Bound by Accepting Inferior Grain.

A farmer, Halloran, at Rock Rapids, Ia. orally contracted to deliver 1,500 bus. ear corn to the agent of the Quaker Oats Co. at the elevator at \$1.85 per bushel, as per sample exhibited.

He hauled in and delivered 439 bus. that was accepted, and 1,000 bus. that was not accepted but sold elsewhere at \$1.75. The farmer them brot suit against the Quaker Oats Co. for \$928 damages for refusal to accept the 1,000

The defendant admits having negotiations with plaintiff for the purchase of 1,500 bushels of corn, but alleges that plaintiff exhibited to it a quantity of corn which would grade "No 2 White," and represented it to be a fain sample of the corn he desired to sell, and relying upon said representation, defendant offered him \$1.85 per bu. for all he had of that grade, but that in truth and in fact the corn actually delivered as well as the corn actually tendered was inferior in quality to the sample shown by plaintiff and graded only "No. 3 mixed," and for that reason only defendant refused to accept it except at its market value, which was only \$1.75 per bu.

Defendant admits having received 439 bus and 36 pounds of the corn, and, although it was of inferior grade, yet, having been received it offers and tenders payment therefore at the contract price of \$1.85 per bu., but denies all liability on its part on account of the corn it refused to accept.

The cause was tried to a jury, which found for the plaintiff and assessed his recovery at: Defendant appealed.

Justice Weaver of the Supreme Court of Ioward deciding this suit in favor of the farmer on (ar. 30, 1919, said:

Justice Weaver of the Supreme Court of Iowal in deciding this suit in favor of the farmer on Mar. 30, 1919, said:

The defendant's agent who made the contract admits that he was present when the delivery was made, and examined the first load, and claims he then discovered the corn was inferior to the sample, and while he did raise some objection to it in talking with the drivers of the loads, and threatened a refusal of any further delivery, he did receive the 439 bus, and 36 pounds mentioned in the pleadings, and for this the obligation to pay according to the contract is confessed. In view of this record there was no error in the instruction.

It is a well-settled rule that upon sales by sample where the contract is entire, the buyen cannot accept the benefit of the contract in part, and rescind it in part. And this is especially true where the alleged inferiority to sample is visible to or discoverable by the purchaser where the first delivery is made. 2 Sutherland's Dam. (4th Ed.) § 450; 35 Cyc. pp. 222, 229; Hirshhormy. Stewart, 49 lowa, 418; Gilbert v. Lichtenberg. 98 Mich, 417, 57 N. W. 259.

A mere verbal declaration of dissatisfaction with the quality of the thing delivered is of no avail if the delivery is in fact accepted. If there be an exception to this rule where the quality of the article is not visible upon a casual inspection, or where the purchaser has not had reasonable opportunity to ascertain the quality, it cannot affect the result in this case, for it appears without dispute that the delivery. The fact that the delivery was not made by the plaintiff sought to adjust or settle the dispute is immaterial. Nor is it material, as counsels seem to think, that when defendant refused to trace, or to refuse the offered delivery. The fact that the delivery was not made by the plaintiff sought to adjust or settle the dispute is immaterial. Nor is it material, as counsels seem to think, that when defendant refused to the second delivery was in any way inferior to that which had already been accepted

AID projects in the amount of \$5,481,665.30 were approved during the month of March, this being the largest during any one month since the passage of the Federal Road Act. It involves the improvement of 1,148,93 miles of road at an estimated cost of \$14,525,667.38.

#### Judgment Against Farmer for Failure to Deliver.

The Supreme Court of Washington recently granted the Farmers Grain & Supply Co., of Lamont, Wash., a reversal of judgment in a suit growing out of the following contract:

a suit growing out of the following contract:

"The undersigned F. W. Lemley (called the seller) sells and agrees to deliver to Farmers' Grain & Supply Co. (called the purchaser), who agrees to buy from the seller twenty-five hundred (2,500) bus. W. hybrid wheat at the price of \$1.02 per bu. net weight, free and clear of all incumbrances, on the basis of No. 1 quality to be delivered and weighed at farmers' warehouse at Ewan, in the state of Wash., on or before the 30th day of Oct. this year, in bulk, barley or oats may be—

"Marketable grain of the same variety, but lower grade, grown by the seller will be received under this contract, the purchaser to have a discount from the contract price equal to difference in market value, there prevailing, between quality delivered and quality stipulated. Time of delivery is of the essence of this contract.

"The seller acknowledges receipt of \$1 age

a discount from the contract price segual to the ference in market value, there prevailing, between quality delivered and quality stipulated. Time of delivery is of the essence of this contract.

"The seller acknowledges receipt of \$1 as earnest and part payment; balance purchase price, less all advances, payable with check or draft at time of delivery.

"F. W. Lemley.

"Farmers' Grain & Supply Co. [Purchaser.]

"By R. W. Wallace. [Their Agent.]"

About Oct. 15, 1916, F. W. Lemley called R. W. Wallace, the president of Farmers' Grain & Supply Co., by telephone, and told him that the elevator was full. and that it could not handle the wheat at that time; that the elevator had been full on September 25, 1916, and was then full, and could not receive the grain at that time. He also asked Wallace what could be done about the matter; that he was ready to deliver the grain. That when Lemley told Wallace that there were no bins to put boulk wheat in at the farmers' warehouse at Ewan, Wash. Wallace answered that it was not his duty to furnish them. That Wallace then told Lemley that he would grant an extension of time for the delivery, and Lemley said that he had time enough to deliver. Lemley then told Wallace if he (Wallace) had two bins of bulk grain in the farmers' warehouse, and asked Wallace if he (Wallace) had two bins of bulk grain out, and Lemley could get cars to ship the grain out, and Lemley then told Wallace that if he could make such arrangements to let him know. Wallace endeavored to get cars to ship out the grain out the grain or have control of the bins in any way, and that if he did ship the grain out that Lemley would have to get the bins from the managements to let him know. Wallace endeavored to get cars to ship out the grain or have control of the bins in any way, and that if he did ship the grain out that Lemley would have to get the bins from the managements to the hims in any way, and that if he did ship the grain out that Lemley would do anything he could to assist Lemley to secure the bins.

Defendant took the position that the contract was at an end and that he was released because it had been impossible for the ware-

house to receive the wheat towards the close of the time mentioned in the contract.

The court held that "The obligation of Lemley to deliver and weigh the wheat at the farmers' warehouse and the obligation of the company to pay the balance due at that time and place were concurrent. In the absence of any provision in the agreement fixing a place for delivery, the general rule is that the de-livery shall be made at the place where the goods are at the time of sale, usually the place of business of the seller. In this case, however, appellant asked respondent where he wished to make delivery. Respondent selected and designated the place, and, as it appears, made no arrangements with the owner of that place for storage. He waited for nearly two months after making the contract before inquiring if he could get storage, at which time he learned he could not. He then waited 20 days before notifying appellant of the condition of the warehouse. The delivery and weighing of the wheat at the place selected by respondent was that one of the concurrent obligations of the contract which he assumed, and, having done so unconditionally, he will

not be permitted to place the blame for his subsequent inability to perform on the other party to the contract."—178 Pac. 640.

#### Safe Corn Planting Dates.

Average safe dates for planting corn vary from Feb. 1, in the extreme south, to May 15 in the extreme north. This information is given in U. S. Dept. Agr. Nat. Weather and Crop Bul. 8 (1917). Corn takes 120 days to mature in the north and 150 or more to mature in the south. Kansas takes 130 days, the Ohio valley 140 days, the period varying with the variety planted, character of soil, prevailing temperature, moisture, etc.

Killing frosts east of the Rocky mountain region vary from the middle of September in the extreme north to Dec. 1 in the extreme south. Oct. 1 to 11 is the average date for killing frosts for Nebraska and Iowa and east to northern Ohio. For Kansas, Missouri and to northern Ohio. For Kansas, Missouri and east to the Appalachian range Oct. 11 to 21 marks the frost date. In Oklahoma killing frosts come Oct. 21 to Nov. 11, in central and eastern Texas Nov. 11 to Nov. 25. Corn crop period, from June 1 to frost killing days, ranges from 100 to 120 days in the extreme north, from 120 to 140 days in the corn belt and from 150 to 170 days in the Gulf states. and from 150 to 170 days in the Gulf states.

Professor William D. Hurd, well known agricultural worker and assistant to the Sec'y of Agriculture during the war, will soon enter the service of the Soil Improvement Com'ite of the National Fertilizer Ass'n. He will take up his new duties about May 1, 1919 at Chicago. Professor Hurd is prominent in agricultural teaching in America, having been connected with the instructional staffs of University of Maine, Massachusetts Agricultural College and Michigan Agricultural College.



Julius H. Barnes, Wheat Director,

#### Iulius Barnes Wheat Director.

In appointing Julius H. Barnes to be wheat director Apr. 18 President Wilson said: "Your responsibility will be directly to myself after Mr. Hoover's retirement as chairman of the grain corporation on July 1. The experience which you have gained and the success which you have attained in handling the wheat and cereal crops under the food administration has been so generally recognized by expressions from the different sections of the community that I feel it would be a national loss if we could not have your services continued until the completion of this most important national undertaking,

"I should like to take this occasion to express the high appreciation and gratitude which I have for the services performed not only by yourself but by the Directors, Vice-Presidents and other members of the Grain Corporation. The sacrifice which these gentlemen have given in a time of national emergency, the skill and integrity with which they have carried out so difficult an economic un-dertaking is one which I am sure the whole of our people must appreciate. I am in hopes that these gentlemen will remain with you in this service and I would be glad if you would convey to each of them my personal gratitude for the exhibition of sacrifice and willingness to national service which is so promising to the future welfare of our people."

Born in Arkansas and spending his child-hood in Washington, D. C., Mr. Barnes has lived in Duluth most of his life. He started out as a poor boy and has been identified with the grain industry since early manhood.

Mr. Barnes has a special knowledge of the

wheat export trade gained by his long connection with the Ames-Brooks Co., later the Ames-Barnes Co., of Duluth, Minn. In successfully administering the Grain Corporation he had the aid of men familiar with the grain commission business and terminal warehousing, who acted as zone agents.

Mr. Barnes has accepted the appointment

and called a meeting of the zone agents at New York Apr. 23 to decide on the personnel of the Grain Corporation for the ensuing year.

On his departure for New York D. F. Piazzek, Kansas City zone agent, said: "It is certain that several second vice presidents, and also Frank G. Crowell, first vice president, will resign and go back to their private business. The great fact is that Mr. Barnes is to stay in the harness. He is the directing genius who made a success of federal control during the last two years. He will give better results on the next crop than any other man could, and there will be weighty problems to solve" solve.

THE ALLIES buying Argentine cereals and other products must buy them in the open markets at prevailing prices and pay cash, unless the senate ratifies the conventions entered into by the government with allied governments to loan them 200,000,000 pesos gold, for their purchase, which so far it has refused to A special meeting of the cabinet was called to ask the senate to reconsider its action, because the government had already arranged the conventions in the belief that the senate would approve them.

THE MID-WEST FLOUR MILLS Co., capitalized at \$100,000, has been organized at Lansing, Mich., to promote sales and protect the soft wheat milling industry. All the common stock is to be owned by millers, in Indiana, Ohio, Michigan and West Virginia. The officers are: Pres., L. C. Chase; vice-pres., C. W. Sims; sec'y of the board, L. W. Dewey; executive sec'y and treas., H. G. Speer. The establishment of a mill-owned co-operative, sales, purchasing and advertising organization is the aim and grain, foods, etc., will be among the articles handled. Subscriptions to stock are based on milling capacity which is \$2 per bbl. on the daily capacity, the minimum being four

shares.

## The GRAIN DEALERS JOURNAL.

#### Railroad Must Rebuild Shipper's Track

The Supreme Court of the United States on April 14, 1919, drove the Lake Erie & Western Railroad Co. out of its last trench by a decision sustaining the judgment of the Supreme ourt of Illinois in favor of J. S. Cameron, of Elliott, Ill., ordering the railroad company to restore the side track to his elevator.

Mr. Cameron first made complaint to the Illinois Public Utilities Commission, which ordered the railroad to replace the switch taken up by it. The railroad company took an appeal to the Circuit Court of Sangamon County, where the decision of the Commission was sustained. Still fighting, the railroad company appealed to the Supreme Court of Illinois with a like result.

The pronouncement of the Supreme Court United States is vital to grain dealers along the railroads everywhere, and they are indebted to Mr. Cameron, who made the fight alone, and his able attorneys, Schneider Schneider of Paxton, Ill. The decision of the Supreme Court follows in full:

Supreme Court follows in full:

For 25 years the Lake Erie & Western Railroad Co. maintained and operated on its right of way at Elliott, Ill., a side track passing a grain elevator, and coal yard operated by one Cameron. The elevator stood partly on the right of way and partly on ground owned by Cameron, his occupancy of the former being under a lease. In May, 1915, the elevator was destroyed by fire, whereupon the company exercised a reserved option to cancel the lease and also took up the side track. Cameron protested against the latter, proceeded to rebuild the elevator at its former location, but wholly on his own ground, and in June, 1915, filed with the Public Utilities Commission a petition praying that a restoration of the track be ordered. After notice and hearing the commission granted such an order and it was upheld by the circuit and supreme courts of the State.

—277 Ill. 574.

It is contended here, as it was in the state

—277 Ill. 574.

It is contended here, as it was in the state courts, that the order contravenes the due process of law clause of the Fourteenth Amendment in that it taxes property of the railroad company for private use or for public use without compensation.

Such an order, being legislative in its nature and made by an instrumentality of the State, is a state law within the meaning of the Constitution of the United States and the laws of Congress regulating our jurisdiction. Grand Trunk Western Ry. Co. v. R. R. Commission of Indiana, 221 U. S. 400, 453; Ross v. Oregon, 227 U. S. 150, 162-163; Rome Telephone & Telegraph Co. v. Los Angeles, 227 U. S. 278, 295, 296; Atlantic Coast Line R. R. Co. v. Goldsboro, 232 U. S. 548, 555; Wadley Southern Ry. Co. v. Georgia, 235 U. S. 651, 660-661; Arkadelphia Milling Co. v. St. Louis Southwestern Ry. Co., 249 U. S.

Under the laws of the state the side track before its removal although the state the side track

ern Ry. Co., 249 U.S.

Under the laws of the state the side track before its removal, altho used principally in moving freight from and to Cameron's elevator and coal yard was open to use by the public and subject to public control like other parts of the company's road; in other words, it was a track which the State impressed with a public character. Truesdale v. Grape Sugar Co., 101 Ill. 561-567; Chicago Dock & Canal Co. v Garrity, 115 Ill. 155, 167, 171; Chicago & Alton R. R. Co. v. Suffern, 129 Ill. 274, 286. Not only so but the statute under which its restoration was ordered contains express provisions whereby it will retain that character and be open to use by other shippers as well as by Cameron. Hurds Stat. 1916.

The shipments for which the track has been

Hurds Stat. 1916.

The shipments for which the track has been used have yielded the company a revenue of about \$20,000 each year for several years. What the cost of restoration will be the record does not disclose, but the commission, with the knowledge of such matters, has found that it is justified by the business reasonably to be expected; and the Supreme Court of the State besides sustaining that and other findings of the commission, aptly points out that but for hasty and improper removal of the track the company "would not be at the expense of replacing it." When the track is restored the company will own it and be entitled to make a reasonable charge for its use, just as in the case of other property employed in the company's transportation service.

Applying the decision just announced in Chi-

Applying the decision just announced in Chicago & Northwestern Ry. Co. v. Ochs Brick & Tile Co. ante—we think the order does not take property of the company for private use, or for public use without compensation, in contravention of the Fourteenth Amendment.

Judgment affirmed.

THE STRIKE of telephone operators in New England has been settled by an increase in wages to the striking employes.

#### Doubts Prediction of Wheat Scarcity.

Commenting upon the statement by the Food Administration that a survey of world conditions indicates a scarcity of wheat during the coming year, and that there is slight probability the government will lose little if any be-cause of the guaranteed price on wheat, J. E. Carney, a grain expert of Chicago, is reported to have said that the statement appears to be based upon superhuman insight into the future rather than to reflect any substantial foundation of facts, probabilities or prospects.

Based upon the estimates by the Food Administration at the beginning of the present year that our exportable wheat surplus was 325,000,000 bus. and our rye surplus 60,000,000, making a combined total of 385,000,000 bus., and that up to April 1 we had exported 200,-000,000 bus. of wheat and 8,000,000 bus. of rye, it was figured that we still have available for export up to July 1 approximately 175,000,000

A possible world's exportable surplus of 1,200,000,000 bus. is indicated by Mr. Carney's figures, using as the basis for our surplus the government report on April 1 showing winter wheat condition 99.8% of normal, and an equivalent increase over last year in the spring wheat production. It was also pointed out that Canada may have an exportable surplus of 200,000,000 bus., and Argentine and Australia 300,000,000 bus. exclusive of any addition which their wheat harvest of next December may develop.

Continuing, Mr. Carney said: "The Food Administration recently estimated the foreign "The Food requirements for the coming year at 756,000,000 bus. With wheat in Australia on government support selling at \$1.25 and in Argentina at \$1.35, and with the artificial regulation of foreign exchance abandoned and it selling at discount of from 4¾ to 28½%, and favoring every export country in the world other than the United States, it is doubtful if American producers can remain the dictators of world's values.

THE INJUNCTION proceedings brot by the Topeka Flour Mills Co. of Topeka, Kan., against the Food Administration division, to restrain cancellation of license will be settled out of court. Arrangement mutually agreeable has been effected and the plaintiff has withdrawn the suit.

THE LIQUIDATION of the effects of the American Malting Co., now in process, has resulted in the formation of the American Grain Products Co., its stock being oversubscribed by the American Malting Co's first preferred stockholders. The new company has an authorized capital of 55,000 shares of no par value. It has no bonds or preferred stock. It owns all the plants of the old company and begins business with about \$1,500,-000. This change was made according to the plan of the adjustment com'ite.

THE MARKETING of the 1919 wheat crop was the subject on which Julius H. Barnes, president of the Food Administration Grain Cor-poration addressed the members of the Du-luth Board of Trade from the trading floor during his recent visit to that city. "We must remember that the spring wheat crop has not been seeded, and that the final production of winter wheat cannot be foretold," he said. The food administration must be guided in its future marketing policy by the size of the crop. The government's guarantee to the farmer must and will be absolutely taken care of, and as to the price to the miller and consumer, the administration cannot sanction any method of marketing that might lead to future trouble or scandal." He asserted that the 1918 wheat crop had been "fully marketed" and that "no loss will be sustained by the Food Administration in connection with it. Wheat is being sold now to neutral countries at the seaboard at \$2.60. The grain Corporation recently sold 13,000,000 bus. in the Southwest at 12c over the fixed price."

#### Measure of Damages for Breach of Contract.

R. G. Hallam purchased of W. Duckworth a car of wheat at \$1.56 to be delivered within 10 days after Oct. 9, 1916, at Jean, Tex. Duck worth ordered a car Oct. 9, and on Oct. 1' canceled the order for the car, and never delivered the wheat.

Hallam brot suit for damages and Ducke worth impleaded the Gulf, Texas & Western Ry. Co. as co-defendant on the allegation than failure to deliver was due to delay in furnish ing the car ordered. The car records of the railway company show that the order was canceled Oct. 11; but in any event the order for the car was canceled before the time limin for shipment had expired.

The Young County Court gave Hallam judgment for only \$54 against Duckworth in stead of the \$264 asked, on a finding that the market price was 9 cents per bushel higher 10 days after Oct. 9. The court also gave Duckworth, in turn, judgment against the rails road company. The Court of Civil Appeals of Texas reversed the judgment as to the rail road company, holding that the fact the order was canceled before the time limit for shipment had expired released it from liability.

Hallam also appealed on the allegation that the award was insufficient, but the court al-lowed him no more as he had got \$54 when the evidence showed he was entitled to noth-The court said:

lowed him no more as he had got \$34 where the evidence showed he was entitled to nothing. The court said:

Appellant Hallam presents only one assign—ment of error, as follows:

"The court below erred in permitting thelewitnesses Chas. Hinson and George Terrell to testify, over the objection of plaintiff, that there was a market for wheat at Graham. Tex., and at New Castle, Tex., on October 19, 20, 21 and 22, 1916, and that wheat of the character of that in controversy was worth on the market at those places and at that time the sum of \$1,56 per bushel, because it was shown by said witnesses that there was no open market for wheat at said points, and because said wheat was not to be sold on the market at New Castle or at Graham, but was to be shipped to Ft. Worth and sold on the market at that place, and because said witnesses testified that they did not know what the market at ??.' Worth was on said dates, but estimated the same as being from 5 to 10 cents per bushelm more than at Graham and New Castle, and because said testimony was speculative, irrelevant and immaterial, and based on the presumption of the witnesses from their previous experiences, in buying wheat at Graham and New Castle and Ft. Worth."

The proper measure of damage in this case was the difference between the contract price and the market value of the wheat, f. o. b. cars at Jean, at the time the delivery was to be made.

In fact, there was no evidence adduced of market value at Jean, and in this state of the record plaintiff failed to show any damage. Plaintiff testified to market values upon the open market at Ft. Worth at the time the wheat would have reached there, if delivered by Duckworth at Jean at the time agreed upon. But this was no more relevant than testimony of values at Graham and New Castle. In the state of the evidence, the court should have recovered nothing, we do not see how he can very well complain of the admission of immaterial evidence of the nature indicated and ask a reversal upon that ground.

The judgment for sold

AN EARLY HEARING by the United States Supreme Court is requested by the government its appeal from the decrees of the South Dakota Supreme Court denying Postmaster General Burleson's authority to increase telefone rates and enjoining four telefone companies in that state from complying with an order to that effect. The formal motion sets forth that the situation is causing financial loss and is greatly embarrassing the postmaster general; that similar suits filed in nine states have resulted in a decision against the postmaster general, while in eight states the decisions have been in his favor; also that injunction proceedings are still pending in nine

#### Great Activity in Wheat Movement.

The government Grain Corporation, which has been busy for nearly a year in centralizing wheat at the terminal markets now is undertaking to decentralize stocks by shipping wheat back to the country. This is the explanation of the tremendous increase in the shipments of wheat from terminal markets compared with a year ago.

Recently the Grain Corporation has been loading out 500 cars per day from Minneapolis elevators; and the drafts by country millers on terminal stocks have been so heavy the Corporation came out with an order Apr. 17 forbidding further deliveries of wheat millers from the stocks at Chicago and Mil-waukee. B. A. Eckhart, miller, Chicago, says "I can't understand why the Grain Corpora-tion should have issued this order. It is a mystery to me. There has been held in Chi-cago since the last fall harvest large quantities of wheat and millers in this section have been looking to Chicago to fill their needs. Withdrawal of supplies may result in a serious situation."

Chicago terminal elevators contained 11,089,-000 bus, of wheat Apr. 19, and the visible supply at terminals in the United States was ply at terminals in the United States was 70,745,000, a decrease of from 77,015,000 the

week before.

A year ago the elevators at terminals were A year ago the elevators at terminals were bare of wheat and such shipments were impossible. The visible a year ago was but 3,199,000 bus., and seaboard shipments for two weeks prior to Apr. 21, 1918, were but 229,000 bus. This year the seaboard shipments for the two weeks were 5,804,000 bus. It is in the domestic movement, however, from the terminal stocks and from the country to the millers that the activity has been greatest. Shipments from thickness Minneapolis. Kansas City and eight tivity has been greatest. Shipments from Chicago, Minneapolis, Kansas City and eight other interior markets have been 10,803,-000 bus., for the two weeks prior to Apr. 21, against 1,482,000 bus. for the corresponding two weeks of 1918. This helter-skelter movement of wheat represents a faulty distri-

bution of supplies. There is actually more wheat in the country than is needed before harvest. In second hands on Apr. 1 there was in the United States and Canada 192,411,-000 bus., against 46,685,000 bus. a year ago, counting flour as wheat. Besides this there is in the hands of farmers a large reserve reported by the government to have been 129,258,000 bus. on Mar. 1.

Flour shipments do not show the same increase as wheat. For the week ending Apr. 19 the shipments from leading interior and sea-board points aggregated 1,046,000 barrels, against 850,000 barrels a year ago.

The fancy premiums now being paid by millers for the daily arrivals of cash wheat will vanish when the new wheat comes on the market, and it behooves the country grain dealer and the farmer to sweep his bins clean and rush the wheat in before June 1.

At one time the Grain Corporation had in store in the elevators of the country 234,000,-000 bus, of wheat, representing a value of nearly \$500,000,000.

TELEPHONE RATES in New England will be advanced as the result of increased wages granted operators, according to the chairman of the Wire Control Board.

JULIUS H. BARNES' retention at the head of the organization which will handle the 1919 wheat crop and the continuance of the Food Administration Grain Corporation are favored by the Chicago Board of Trade in resolutions adopted, copies of which were forwarded to President Wilson.

THE SEVENTH annual meeting of the Chamber of Commerce of the United States will be held at the Statler Hotel, St. Louis, April 28 to May 1, 1919. Included will be a meet-ing of the National Councillors of the Chamber and of the Advisory Council of War Service Com'ites Apr. 28, and of the National Association of Commercial Organization Secretaries, May 1.



110,000-bu. Reinforced Concrete Elevator at Freewater, Ore.

#### Relief Administration Sole Exchange Agent.

American food has become the medium of xchange between the United States and the

liberated nations of Europe.

Beginning April 22, by order of the Federal Reserve Board, the American Relief Administration is the exclusive authorized agency for the transfer of funds from the United States to Poland, Finland, Roumania, Serbia, Czech-Slovakia, Jugo-Slavia, German Austria, Bulgaria and Turkey. The transfer will be effected by the purchase of food on this side of the Atlantic and its sale in the country to which the remittance is directed. Dollars here will in this way be converted into local currency there, and the rate of exchange will be determined by the relative purchasing power

of the two currencies in buying food.

Fred I. Kent, director of the Division of Foreign Exchange of the Federal Reserve Board, has issued an order prohibiting the purchase of exchange by dealers in the United States on any of these countries except from

the American Relief Administration.

Under the Federal Reserve Board order, banks, express companies, steamship offices and all those doing a foreign exchange business can continue to accept remittances of any amount to be sent abroad, but they must transmit only through the American Relief Administration. All remittances must be listed by these agencies, showing the names and adthese agencies, snowing the names and addresses of the senders and those to whom the money is to be delivered, and the lists placed in the hands of the Relief Administration.

The New York office at 115 Broadway forwards the lists to Mr. Hoover at Paris, and at the same time notifies him by cable the total deposits and the countries to which this money has been credited. On this side food is purchased and started across the ocean. On the European side an equal amount of food is sold in the country for which the payments are to be made, and an equivalent amount of money in the currency of that country thus obtained ready for payment to the individuals when the lists of payees are received by mail.

#### 110,000-Bu. Concrete Elevator at Freewater, Ore.

An interesting feature of the development of bulk grain handling in the Pacific Northwest is found by the student of grain elevator construction in a consideration of the type of houses that are being erected. In one sense that section is fortunate in that it is able to draw upon the experiences of grain dealers in the states of the middle west for guidance in its selection of building materials and designs.

The photograph reproduced herewith shows the elevator of the Preston-Shaffer Milling Co. at Freewater, Ore., a recent addition to the bulk handling facilities of the state. The house is of reinforced concrete, and it is divided into a total of 14 bins of various sizes, with a total storage capacity of 110,000 bus. A cleaning room, 20x40 feet, with a full basement underneath, adjoins the main building.

The elevator is operated in connection with the company's mill, and is equipped to clean and handle grain thru the stages of its pre-paration for grinding. The mill and elevator are connected by a tunnel thru which a belt

conveyor carries grain.

The equipment of the elevator includes a 15-ton Richardson Dump Scale, 1,000-bu, per hour receiving separator, Fairbanks Hopper Scale, 5 belt conveyors for receiving and shipping grain and for delivery to the mill, three 1,500-bu. per hour receiving legs, 1,500-bu. per hour lofter leg, one main lofter leg for screenings, and 2 Hall Distributors.

The various machines are operated by in-

dividual electric motors, each having its control switch, and the plant is lighted by electricity. All electrical wiring is in conduit. The plant was designed and constructed by Alloway & George.

# Increased Grain Handling Facilities at Cairo, Ill.

Occupying a favorable location at the point where the Ohio and Mississippi Rivers join, the city of Cairo early found itself in a strategic position for serving the vast grain consuming territory which lies to the south, southeast and southwest. At the same time its proximity to the grain producing sections further north and west made it the logical place for the establishment of a grain market to provide an outlet for northern grain and a point of supply for southern consumers.

It is difficult to determine just when and by whom the first grain handling business was established at Cairo, but undoubtedly it was soon after a permanent settlement was effected there, and from the humble beginning that in all probability marked the first venture there has grown up a well organized market with constantly expanding facilities

with constantly expanding facilities.

During the years 1917 and 1918 extensive improvements and extensions of facilities were made by three Cairo firms, the Samuel Hastings Co., the Hastings-Stout Co., and Thistlewood & Co. A description of the present plants, together with photographs of two of them, is given herewith.

#### Elevator of the Samuel Hastings Co.

The business of this company was established in 1885 by Samuel Hastings, a pioneer in the grain business in the central west, who served for many years as president of the Cairo Board of Trade. After the death of Mr. Hastings in 1905 the business was incorporated under its present name, the officers being O. B. Hastings, pres. and treas., A. S. Hastings, vice-pres., M. A. Hastings, sec'y and W. L. Duncan, sales and traffic mgr. In addition to the elevator at Cairo, the company has seven large warehouses at southern Illinois stations where grain and hay is received. Buying organizations also are maintained at many stations in western Kentucky and southeast Missouri.

The beginning of the present improvements by the Samuel Hastings Co. was in 1917, when a Hess Grain Drier was installed. This was placed in a hollow tile building erected above the sacking room of the plant and on columns built independently of but passing thru the sacking room. These columns were capped with concrete girders which support the tile drier house. Tile was used to obtain the benefit of a hollow wall and to make the building as strong and light in weight as possible. Then to give it an appearance similar to the remainder of the plant, which is of reinforced concrete, it was plastered on the outside with Portland cement mortar.

In connection with the drier, and to furnish steam for the operation of that unit of the plant, a brick boiler house with a concrete roof was built. This houses a 75-h.p. Freeman steam boiler.

While the drier was being installed it was decided to add 150,000 bus. of concrete storage to the concrete house already in use in the form of six reinforced concrete cylindrical bins, 90 feet high, surmounted by a cupola and covered with a concrete roof. This storage became an annex to the then existing plant, and it is filled by a 30-inch belt conveyor fitted with a self-propelling tripper which operates in the cupola. This conveyor, operated by an independent electric motor, is reached by either of the three 8,000-bu legs in the working house.

Grain is drawn from the annex or storage tanks by a belt conveyor which discharges to an elevator leg at the end of the annex tunnel. This leg has steel casing, head and spouts, and is equipped with Minneapolis "V" buckets, spaced 10-inch centers. Any part of the present elevator, including the bleacher, drier,

shipping or sacking bins, may be reached by this leg without re-elevating. These operations may also be carried on without interfering in any way with the operations going on in the old elevator.

Before the storage tanks were completed it became evident that the oats sacking facilities then existing at the plant were not equal to the demands that would be placed upon them, and the train shed was moved 50 feet south so that a new sacking room might be built on its site, spanning the two tracks. The first story of this unit has steel columns and girders, supporting the second story, which is of reinforced concrete. Seventy-five per cent of the sides of the sacking room consist of windows, these being of wire glass set in steel sash. An abundance of light is thus furnished to workmen within the room.

The five bins on the east side of the elevator were provided with openings and slides to supply the two automatic weighing machines or sacking scales in the sacking room. They are mounted on ball-bearing trolleys so that both scales may be used at one or at different bins. The loading of cars is accomplished by revolving spouts which lead from the sacking room floor to the car, and which are entirely within the control of the workmen in the sacking room as to elevation and direction of discharge. This arrangement is said to have made it possible to establish a new record for sacking and loading oats.

As the plant now stands, it has a storage capacity of 250,000 bus., and it is fully equipped for all of the operations called for by the business of the owner.

An unusual feature of the plant is the columner. This is cylindrical, 26 feet in diameter, and has an outer wall of reinforced concrete with a lining of fire brick. The top of the burner is covered with galvanized wire netting to serve as a spark arrester. The drafts are controlled by underground feed, which is said to have proven quite successful.

which is said to have proven quite successful. I At the present time few cobs are burneds in the burner, as practically all of them are required to furnish steam for operating the drier. In this manner, corn that is shelled in the plant is dried by steam generated by the burning of its own cobs. A further measure of conservation is found in the method of handling shucks. Practically alli of the ear corn is received in the shuck, and after shucking and shelling the shucks are blown into specially constructed bins where they are shredded and baled, later to be sold for use in manufacturing mattresses.

#### Elevator of the Hastings-Stout Co.

Ira Hastings, pres. and gen'l mgr. of the Hastings-Stout Co., has been in the grains business at Cairo for about 25 years, formerly being associated with his brother, Samuel & Hastings, and for 7 years after the death of the latter Ira Hastings was pres. and gen'l mgr. of the Samuel Hastings Co. He left that company three years ago to form the firm which he now heads, and of which W. R. Stout is vice-pres., and C. W. Stout see'y and treas. The company handles whole grains and hay exclusively, doing no mixed feed business. Its principal trade is in oats and corn,



Elevator of the Hastings-Stout Co. at Cairo, Iil.

# The GRAIN FALERS JOURNAL.

altho some wheat is handled from farmers

during the harvest season.

This company has recently erected in connection with its wood elevator four reinforced concrete circular tanks and two square bins, each 80 feet high, furnishing about 100,-000 bus. additional storage. The new tanks and bins were erected near the wood house, with the adjacent walls about three feet apart. They are connected by belt conveyors above and below. The cupola belt receives grain from either scale, discharging it to any part of the addition, while a 6,000-bu. leg with concrete casing receives oats from the bleacher and discharges them into either of the square bins of the storage or to the cupola belt conveyor. The bins are emptied by a belt conveyor operating in the basement, and this may discharge direct to the leg in the annex for turning purposes, or to the receiving or shipping legs of the wood house. Provision is made so that in event of the

destruction of the wood house by fire direct connections may be made to the 6,000-bu. leg serving the bleacher, thus permitting receiving and shipping to be carried on without material interruption. The electric motors used for driving the various machines in the fireproof section are all well protected and are placed as far as possible from the wood house to avoid damage due to the burning of that structure, should that occur,

A car puller with capacity of 20 loaded cars was installed in the old house, and its receiving facilities were also very much increased.

This company also receives a great quantity of snapped corn, which is shelled at the plant. A cob burner was installed here also.

#### Improvements by Thistlewood & Co.

In the elevator of Thistlewood & Co. weighing was formerly done by an automatic scale located in the cupola which discharged direct to the bins. Recently that scale was removed and the cupola raised 25 feet, the legs being lengthened the same number of feet. A 2,000bu, garner was built into the cupola beneath the elevator heads, and a 2,000-bu. Fairbanks Hopper Scale with type registering beam was installed.

Owing to the light construction of the elevator, which is of wood, posts to support the and garner were carried thru the bins to the ground foundations, thus relieving the cribbing of all of the scale load and assuring a rigid and independent foundation for the

The drive to the two elevator legs was changed to direct connection thru gears and friction clutches, all of which are controlled from the working floor. These improvements give increased handling capacity and greater ease of operation.

The engineering and construction of all these improvements and additions was carried out by L. A. Stinson and H. E. Godfrey.

TEMPORARY INJUNCTION has been issued prohibiting the state authorities in Illinois from interfering with the new schedule of telegraf rates put into effect by the postmaster general April 1. Final arguments will probably be heard by Judge Landis in Chicago, April 28.

THE COAL mines are still running only one-lf time. The operators have all the cars half time. required and labor is in ample supply; but the demand is slow, as consumers seem to have come to the conclusion that prices can go no higher and nothing will be gained by

Demurrage rates will be reduced, says Director Chambers of the R. R. Administration, at the earliest practicable date to the following basis: For the first four days after free time the rate will be \$2 per day; for all chargeable days thereafter the rate will be \$5 per day. The average agreement will also be authorized on inbound loads separately and on outbound loads separately, but no credits will be allowed to be transposed from one operation to the other, each being treated entirely independent of the other.

#### Grain Elevators Appreciated in Alabama.

T. Park Hay, Jr., sec'y of the com'ite on agriculture and marketing of the Birmingham Chamber of Commerce, is taking an active part in promoting the agricultural enterprises of Alabama. He sees clearly the influence on the corn crop of that state of building country grain elevators. He points out that country elevators have had a good effect in the matter of (1) increasing corn acreage, (2) the advantages that have accrued to the farmer in an all year round cash market for corn, and (3) the elevators' ability to pay better prices to corn producers.

"When we stop and realize," said Mr. Hay, "that South Alabama has been guilty of drawing corn from Kansas and Illinois, it cannot help but convince us that marketing is more than the sale and distribution of diversified crops, it is also a factor that largely controls production itself."

After the elevator was erected at Dothan Mr. Hay visited 30 farmers nearby and questioned them as to the service offered by the plant. He learned that the ready market thus afforded for grain had greatly encouraged the growing of corn. The elevator paid \$1.45 to \$1.80 per bushel for corn, while formerly the dealers in merchandise had allowed the farmers only 80 to 90 cents a bushel.

The Commercial Club will promote the construction of elevators in other towns of the state.

INFORMATION regarding foreign import regulations may be obtained from the Buro of Foreign and Domestic Commerce, Department of Commerce, Washington, D. C.—Vance McCormick, Chairman,

THE PROVISION in the old law for a tax on "future delivery," sales—2 cents on each \$100 value—is retained in the new tax law, but it does not apply to "transferred or scratch sales." This part became effective April 1



Elevator of the Samuel Hastings Co. at Cairo, Ill.



THE MILWAUKEE SEED Co. has increased its capital stock from \$100,000 to \$150,000.

MILWAUKEE, WIS.—The L. Teweles Seed Co. has purchased six Hall Signaling Distributors.

A BILL has been introduced in the Dominion House of Commons regarding advances for the purchase of seed grain, it being the result of an agreement between the Dominion Government and the Canadian banks for financing seed grain purchases.—B.

Maximum prices of seeds in Great Britain, now that free trade is again permitted, will be the same as they were under the order of May 9, 1917: Castor seed, £37 per ton; linseed, £30; cottonseed, £19; hemp seed, £30; and rape seed, £30 per ton.

MILWAUKEE, WIS.—Members of the Arbitration Com'ite on grass and clover seed for the Chamber of Commerce are: J. J. Crandall, F. W. Kellogg, S. G. Courteen, Hugo Teweles and J. V. Lauer. The com'ite on dried peas and beans consists of J. V. Lauer, C. F. Coughlin, M. H. Kleser, L. J. Beck and W. F. Lodde.

"EUREKA" CLOVER, which is said to be not a clover at all, but a variety of smartweed, has come under the ban of Oregon Experiment Stations. It was first advertised extensively in 1895 and was tried by a number of experiment stations, but none of them found it worth cultivating. The plant is watery and rather acid and is not recommended as a stock food.

Seed threshed in Michigan for the season of 1918-19 up to and including April 1, 1919, per returns of threshermen, were as follows: Barley, 279,698 acres, 9,169,230 bus.; buckwheat, 41,687 acres, 376,535 bus.; peas, 20,897 acres, 301,278 bus.; timothy, 766 acres, 1,806 bus.; clover, 75,371 acres, 73,980 bus.; beans, 363,883 acres, 3,291,343 bus.—Coleman C. Vaughan, Sec'y of State.

RECEIPTS of clover seed at Toledo, O., for the week ending April 19, were 151 bags, compared with 460 during the corresponding week last year; this season the receipts are 32,340, compared with 29,800 bags last season. Shipments for the week ending April 19 were 350 bags as against 258 bags during the corresponding week last year and 39,000 for the season, as compared with 59,500 last season.

Three suits aggregating nearly \$35,000 have been filed against the Farmers' Union Grain Agency at Pendleton, Ore., for crop failures, due to alleged poor wheat seed sold by the defendant in the fall of 1917. The allegation in each case is that the wheat was sold under a guarantee. The plaintiffs set forth that their lands when re-seeded with good wheat yielded bountiful crops fully up to the average of nearby fields which had been sown with good seed in the first place.

#### Imports and Exports of Seeds.

February imports and exports of seeds, compared with February, 1918, and for the eight months ending February, 1919, compared with the corresponding months, ending February, 1918, as reported by the Buro of Foreign and Domestic Commerce were as follows:

| IMPORTS. | February. | 1918. | 1918. | 1918. | 1918. | 1918. | 1918. | 1918. | 1918. | 1918. | 1918. | 1918. | 1918. | 1918. | 1919. | 1918. | 1918. | 1919. | 1918. | 1919. | 1918. | 1919. | 1918. | 1919. | 1918. | 1919. | 1918. | 1919. | 1918. | 1919. | 1918. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919. | 1919.

Flaxseed, bus. 1,306 293 15,235 6,963 Clover seed, lbs. 1,339,383 887,652 5,043,309 8,160,062 Other gr. sds., lbs. 593,286 422,382 2,458,227 2,677,955

Toledo, O.—October clover seed means new crop. It is largely a weather proposition. Small carry-over will make hedging sales limited. In case of crop damage speculative shorts make more nervous buyers than hedgers. October seed generally reaches low point early. High has always occurred after August first. On large crops the high is apt to occur in August, being followed by a sharp break when the crop is reasonably assured. In 1908 and 1913 breaks from the August high were rapid and severe. Large crop is due this year, but the acreage is short. What will the yield per acre be? Crop has wintered well in most sections. Short acreage is due to extreme heat and drouth last summer. Weather markets are fickle. High last season was \$24.00 in October. Low was \$12.80 in June.—C. A. King & Co.

The Hahto Soy bean, indigenous to Japan, of which an American missionary sent samples to the United States Department of Agriculture about three years ago has been grown successfully on the Arlington, Va., experiment farm and has been tested in other parts of the country. While it seems especially adapted to the southern states, it also produces profitable yields of green beans in favorable seasons in the corn belt. It is a bush variety and grows so high that it yields nearly as large a hay crop as the Mammoth Yellow and is believed to be superior to that variety in seed production. When the seeds are from three-fourths to full grown, they make a palatable green vegetable.

NEW VARIETIES of high priced seed oats are easily forthcoming if you have a fanning mill and enuf wind, according to an employe of a Rochester, N. Y., firm which specializes in hybrid varieties at fancy prices. A powerful mill with all the appliances and "enuf wind" takes out all the small, light seed, leaving a beautiful sample running 40 lbs. to the bushel. One of their "hybrids" was secured by splitting the kernels of two different varieties and tying them together. Their salesmen seek new fields each year in which to exploit their "new varieties." The farmer pays two or three dollars a bushel for the "hot air" and probably gets the same old stock. This evidence was secured first-hand by a farmer who dealt with the aforesaid firm.

Toledo, O.—Clover seed sharply higher this week. Not much doing in spot seed, altho the prime recovered about one dollar per bushel. A few bags of off grades are straggling in, mostly by express, indicating that shippers are cleaning house, and consequently they must be satisfied with the prices paid here as the boys here are doing the same thing—cleaning house. April seed more active and shows the most advance. Looks as if the shorts were a bit worried. We learn from some that they are going to take delivery of April because it was bought at a figure low enough to make them comparatively safe in selling it during the summer. In fact, it does not look as tho there will be enough spot seed of any kind left in this country to worry about.—J. F. Zahm & Co.

#### From the Seed Trade.

ALEXANDRIA, VA.—We have sold out our entire stock of red clover, alsike, orchard grass and red top seed, but have a surplus of timothy, blue grass, rye and alfalfa. There is a good prospect for orchard grass, as it is looking fine at the present time. There will be more clover and orchard grass saved for seed because of the high prices and heavy demand.—W. H. May & Son, Inc.

THIEF RIVER FALLS, MINN.—There is a shortage of clover seed over the whole country and a great deal less will be seeded because of the high prices. Farmers are substituting alfalfa and red top. More grass seeds are being sold this year than ever before. Heretofore, practically no durum wheat has been grown in this part of the state, but this year the entire state is demanding durum

and a large percentage of the wheat crop in this locality this year will be of that variety.—G. C. Tessum, Tessum Seed, Grain & Supply Co.

CAMDEN, O .- It is our opinion that there will be an extra effort made this season to harvest clover seed. The high price of clover has stimulated a desire to produce as much seed as possible next season. Farmers will forestall the necessity of having again to pay the price they paid this year for their clover was an absolute shortage of seeds. There clover and alsike in this territory. Of course the high price of seed had the effect of diminishing the demand to a certain extent. However, all available supplies have been consumed and there is no carry-over to any extent. We believe that seed growers have stayed more closely during the past two or three years with the old and tried varieties than they have in the immediate period previous to these years. It seems to be the far-mer's disposition now to allow the other fellow to perform the experiments. Of course the high price of farm products has made acreage so valuable that the farmer does not care to take any chances on crop failure. Another feature is the establishment of county agents and county experiment farms, which agencies are doing a great deal of experimentation that formerly was performed by the farmers. It is our opinion that this feature alone is worth all that county experiment farms cost. There is an increased use of soy beans, but largely because of the increase in the number of silos and in the use of this article for feeding hogs. There is a remarkable increase in the use of sweet clover. The value of this plant has only become apparent to the farmers, and many of them are using considerable quantities, especially on land that fails to produce either red or alsike clovers.—The Eikenberry

Operation of railroads by the British government causes a loss of \$100,000,000 per annum to the country, according to the last report of Sir Eric Geddes.

Seed wheat, agricultural machinery and food products will soon be furnished Lithuania by this country. Shipments of cattle for breeding purposes is also expected.

HARRISBURG, PA.—The preliminary injunction to prevent Postmaster General Burleson from raising telefone rates in this state has been continued until a final hearing has been held, according to a decision by the judge of the Dauphin County Court.

No blanker increase in telefone rates similar to the recent advance ordered in telegraf rates is contemplated by Postmaster General Burleson. Any changes to be made in tolls, he said, would be for local communities governed by local conditions.

OATS handlers are not subject to regulation, but at the recent New York meeting they co-operated handsomely with the government wheat administration by releasing their oats space in the export elevators to facilitate the outgo of the Administration's wheat.

The regulation of the Director of Subsistence of the Cuban government, providing that all persons in Cuba importing wheat flour shipped to Cuba after Feb. 20, 1919, shall purchase an equal amount of flour from the Director of Subsistence has been extended for an additional month and will be in effect until May 20, 1919.

The better grades of California brewing barley are in keen demand for export which has caused something of a boom in the local markets, but has not affected the price in the northwest. Farm reserves are large, but the English and Continental brewers want only the heavy weight grain so that the only outlet for the other grades is in feeding.

#### Receiver Not Liable to Surety for Sale of Stored Wheat.

At the time of the failure of the North Dakota Grain Co., operating two elevators at Walum and Dazey, N. D, it had storage tickets out with farmers for wheat that had been shipped to Duluth, Minn., and sold to the

Consolidated Elevator Co.

To get money for the farmers after the failure W. H. Stutsman, pres. of the North Dakota Railroad Commission, having jurisdiction over public warehousemen, demanded that the Northern Trust Co., which was on the North Dakota Grain Co.'s bond, pay for the wheat and was given \$8,000, and later \$10,000. After paying off the outstanding tickets Stutsman had left \$880.67, which he returned

The Northern Trust Co. then brot suit against the Consolidated Elevator Co., which made a counterclaim for \$905.68 paid to owners of the wheat. The district court of St. Louis County gave the elevator company judgment for the counterclaim and the trust company took an appeal. The Supreme Court of Minnesota on Mar. 21, 1919, set aside the counterclaim, but held the elevator company not liable to the surety company. Judge Lees of the Supreme Court said:

Under the North Dakota law, the delivery of

counterclaim, but held the elevator company not liable to the surety company. Judge Lees of the Supreme Court said:

Under the North Dakota law, the delivery of grain to a public warehouseman for storage is a bailment and not a sale of such grain. It is made the duty of the warehouseman to deliver to the holder of a storage receipt, on the presentation thereof, an equal amount of the same grade of grain as is specified in the receipt, or, in lieu thereof, a receipt issued by any bonded terminal warehouse or elevator for an equal amount of grain of the same grade. Failure of a warehouseman to deliver the grain covered by a storage receipt or pay the market value thereof is larceny. Comp. Laws N. D. 1913, §§ 3113, 3114, 3115.

Respondent Elevator Company did not actually know that any of the wheat it purchased was stored with the Grain Company, and would not have purchased it had it known that fact. No investigation was made before it was purchased to ascertain whether it was in fact owned by the Grain Company.

The Company had borrowed \$20,000 from respondent. The loan was secured by chattel mortgages on its elevators and by pledge of its membership in the Board of Trade, and was made to enable it to buy grain in the country. The equities in this case are with the Elevator Company. It paid full value for the grain in question. The Grain Company was worth as much after each transaction with defendant as it was before. There was no depletion of its resources. While it could no longer return their grain to the rightful owners, it had obtained for it an equivalent in money. It is the only wrongdoer. If appellant's contention were sustained, respondent would have to pay a second time for grain it had once bought and paid for in good faith, in order to protect from loss the surety on the bond of the warehouseman who wrongfully sold the grain. The surety on such a bond in effect guarantes that his order in the content of such as a second time for grain it had once bought and paid for in good faith, in order to protect

liable. It recognized this liability when it gave its check to Stutsman. Both parties made statements in writing in connection with their several payments to Stutsman. Each appears to have been maneuvering for position as against the other. Our conclusion is that each voluntarily paid only that which it was justly bound to pay, and that neither has any standing in equity to assert a claim against the other. It follows that after paying no more than each was bound to pay, both were free to recoup their losses independently. Thereafter, if the diligence of appellant bore fruit in a partial reimbursement of its loss, respondent could not demand that it share in its good fortune.—171 N. W. Rep. 265.

#### Inspection Survey Com'ite Giving Exchanges the Once Over.

Members of the Inspection Survey Com'ite appointed by the Buro of Markets, Washington, D. C., to visit all the grain exchanges ton, D. C., to visit all the grain exchanges and investigate the inspection departments, as outlined in the Journal of April 10, met in Chicago Monday, April 14, to make final arrangements for the tour, all of them being present. Since the first report, two new members, both representatives of the Railroad Administration, have been added to the personnel: headquarters at Washington, D. C., is accompanying the com'ite to all points visited; C. W. Crawford, with headquarters Crawford, with headquarters at Chicago, will meet the com'ite at Chicago, Minneapolis, Omaha, Kansas City, St. Louis and at as many of the smaller markets as he finds possible.

The itinerary is entirely in the hands of com'ite which is visiting the exchanges in the order named in the last issue of the Journal, but the time to be spent at each will be determined by the amount of work it is found necessary to do. The schedule, for instance calls for one day at Cincinnati. If deemed necessary, a longer time will be spent there, but Indianapolis, as announced pre-viously, will be the next place visited. Likewise, in places where it is scheduled for two

days, only one may be necessary

In answer to the question which has been raised as to how the com'ite will be able to accomplish anything in the short time it can give to each market: Last summer, Mr. Brand asked each of the Exchanges to appoint a representative standing com'ite to maintain contact with the Buro of Markets in connection with the enforcement of the Grain Standards Act. These com'ites were appointed and they are co-operating with the Inspection Survey Com'ite in giving it much valuable information along certain lines which will obviate the necessity of a special investigation and facilitate its work.

First, there is a general discussion between the two com'ites at each Exchange, after which the Survey Com'ite is divided into sub-com'ites which visit the elevators, railroad yards and all inspection departments, making notes as to the facilities for inspecting grain, the number of inspectors and samplers needed to do the work efficiently, and any other relevant matters which may come under their observation. Their findings will be embodied in the report which they will make to Mr. Brand.

In holding that the regulation of public utilities by the Public Utilities Com'isn of Illinois is a valid exercise of the state's police powers and cannot be assumed by the federal government, Judge Charles M. Foell, of the Superior Court, said: "Courts are not precluded from enjoining threatened acts of agents or officers of the United States even though they have no personal interest in subject matter of the litigation, if such threatened acts are wholly unauthorized by or are in excess of authority conferred; neither are they necessarily ousted of jurisdiction to determine whether the threatened acts are wholly unauthorized by law or are ultra vires authority conferred merely because a defendant interposes the defense that he acts as a representative of the government in relation to matters in which the government only

#### John Wade Dead.

Death came suddenly, April 13, to John Wade, head of the grain firm of John Wade & Sons, of Memphis, Tenn., the fatal attack, which came upon him just as he was leaving a motion picture show, being attributed to acute indigestion. He was hurried to a hospital, but died before reaching it. He had apparently been in excellent health and had attended to business at his office the day

Mr. Wade was born in Ireland three quarters of a century ago, the family coming to America when he was four years old. They



John Wade, Memphis, Tenn., Deceased.

located at Madison, Ind., where the father engaged in the feed business. The son began as his assistant at a very early age and con-tinued in that line for a number of years. While at Madison, he married, his wife dying 16 years ago.

About 26 years ago, Mr. Wade moved to Memphis, Tenn., where, associated with his five sons, he went into the grain business. One of the sons died six years ago. The business, which was begun on a small scale, grew be one of the largest institutions of its kind in the south central states, its operations extending from New England to Texas. Its steady expansion was due to the strict integrity which characterized all Mr. Wade's dealings and to the close co-operation of the various members of the firm. He held the confidence and respect of all with whom he came in contact. He is survived by four sons and one daughter.

About 40% of the more than 400,000,000 bus. wheat produced in Australia in 1915-16, 1916-17 and 1917-18 is still in store, according to a recent announcement of the government at Melbourne. On Jan. 20, 1919, there were 142,300,000 bus. of wheat in shippers' stocks, 11,800,000 bus. in flour stocks and 4,500,000 bus. in millers' stocks.

CHAIRMAN PEEK of the Industrial Board has conferred with Julius H. Barnes, pres. of S. Food Administration Grain Corporation advising against an effort to prevent loss on the government guaranty of \$2.26 per bu. for wheat by striving to keep the market price up to the guaranteed figure, it is said. Mr. Peek believes this would tend to keep up prices, and he has urged that the wheat or the flour be sold back to the public at a loss. This, he claims, is the intent of the law appropriating the fund of \$1,000,000,000 to make the guaranty effective. The Grain Corporation is understood to have informed the Board that the administrative difficulties of either a wheat or a flour subsidy are too great.

### The GRAIN SOURNAL.

## Feedstuffs

HYMAN & ACKERMAN, Lima, O., have registered "Laymore" as a trademark for their poultry feed, under serial No. 114,493.

"GIV-M-ALL" is the trade-mark registered by the J. J. Badenoch Co., Chicago, Ill., for its stock and poultry feed, under serial No. 114,-

A FOTO of an egg is the trade-mark chosen by the Rockfield Products Co., Milwaukee, Wis., for its limestone-rock chicken feed. Its serial number is 112,412.

LEXINGTON, NEB.—The Great Western Chemical & Alfalfa Milling Co. of Grand Island will build an alfalfa mill here, work to be started as soon as material arrives

PLATTSMOUTH, NEB .- The Western Machine & Foundry Co. will erect an alfalfa mill, 40x180 ft., 2 stories high, at a cost of \$50,000. It will be ready for business by midsummer.

THE ANNUAL CONVENTION of the Interstate Cottonseed Crushers' Ass'n will be held in New Orleans May 19-21 inclusive. Besides the cottonseed crushers, representatives of a number of allied industries will be in attend-

THE REPORT of the special house committee appointed by the Minnesota legislature to investigate the sudden rise in the price of bran following the removal of federal restrictions, will be submitted this week. C. M. Bendixen is chairman. Representative

SPANISH FORK, UTAH.—An alfalfa feed mill will be built and operated by the Spanish Fork Feed & Livestock Co., which is capitalized at \$125,000. The building will be erected immediately and a mill of 100 tons daily capacity will be installed. The officers are: Pres., Elias Hansen; vice-pres., Geo. D. Snell; sec'y and treas., I. P. Snell; gen. mgr., James M. Creer; director, S. P. Snell.

St. Paul, Minn.—The Molasses Feeds Co. has been incorporated with a capital of \$300,-000, organized for the purpose of manufacturing feeds and other articles. A plant will be erected in the Minnesota Transfer District. The incorporators are Leon De Boynton and Fremont E. Lande, both of Minneapolis and Robert J. Johnstone, James Manahan and Thos. Sullivan, all of St. Paul.

Barley as a feed is being vigorously promoted by the University of Wisconsin. Five leaflets have recently been published University on feeding barley to different classes of farm stock. Having successfully developed and induced most farmers in the state to grow improved varieties of barley the University now is working to maintain an outlet for the crop.

THAT RUSSIAN THISTLE makes just as good feed for cattle as alfalfa and costs only half as much is the statement made by the Experias much is the statement made by the Experiment station at Fort Hays, Kan., as the result of the first scientifically conducted experiment with Russian thistle in the United States. The experiment showed that the cost per cow per day with alfalfa, straw and silage was over 15 cents, while with Russian thistle, straw and silage the cost was 81/2c.

A BANQUET at which every dish and every drink was an alfalfa product, was served to 300 people at the close of the first Arizona Hay Congress held at Phoenix. Even the smokes were alfalfa. Dr. F. H. Bower, the inventor of alfalfa foods, explained that a person could live indefinitely on an all-alfalfa diet as it has a bir feed value. diet, as it has a big food value. He gave a history of his experiments which extended over a period of nine years before he found an alfalfa product that could be eaten and enjoyed, and told of some that he is now prepared to make from alfalfa.

#### Changes in Feedingstuffs Law.

Changes recently made or contemplated in the commercial feedingstuffs laws in different states are embodied in the accompanying report of William G. Crocker, Chairman, Special Legislative Com'ite, which was submitted at the recent meeting of the Millers' National Federation at Chicago:

Federation at Chicago:

Alabama.—Act has been amended, but there is nothing objectionable in the changes.

Delaware.—Up to this time, there has been no special law but only a general law against adulteration, misbranding, etc. A bill is under consideration and we are strongly urging the "Uniform Feed Law." We are advised that the bill may not go into the matter in detail. but we are hoping for the adoption of the "Uniform Law." altho we have no definite assurance. At any rate, we feel that the bill will not be objectionable.

Kansas.—There is being considered a tonnage tax for adulterated and other feeds, which are registered, on the tonnage basis. An effort is being made to repeal the tonnage tax and put all feeds on a full registration fee, or possibly a tonnage basis fee, eliminating the tax tag feature.

Massachusetts—There is a change proposed

all feeds on a full registration fee, or possibly a tonnage basis fee, eliminating the tax tag feature.

Massachusetts.—There is a change proposed in the administration of the law, transferring the authority to the State Commissioner of Agriculture, at Boston.

One of the requirements of House Bill No. 399 is that a certified copy of the tag or label required shall be filed with the Commission of Agriculture prior to the first day of January.

New York State. — Several very vicious changes have been proposed, vlz., if a compounded feed the weight of each ingredient therein must be shown.

Furthermore, the maximum of weight per package, if sold in packages, or any other feeds containing, among other similar materials, mill, elevator, boat or other sweepings or dust, screenings, chaff or inferior cleanings derived from the preparation, cleaning or milling of any grain when separated from the standard product.

Furthermore, metal fasteners shall not be used with which to attach a tag, and the law refers to tags instead of labels.

Wheat feeds, when pure, are exempt, but when containing mill run or screenings are affected by the proposed changes.

A hearing, however, was held in Albany Mar. 18, at which the New York State Millers' Ass'n appeared and at which the National Federation was represented by various wires and letters from the undersigned. We have reason to believe that the authorities at Albany will exempt "Wheat Feeds with Mill Run or Screenings," and we are sure that fair treatment will be accorded the millers. All these points have been brought to the attention of the legislators, as well as the authors of the bills, and we are now awaiting further developments.

Wisconsin.—Heretofore has been on a license basis, but now changing to a tonnage tax

opments.

Wisconsin.—Heretofore has been on a license basis, but now changing to a tonnage tax, which will probably be 5c per ton; settled at the end of six months' period, with the statement and affidavit similar to the working of the New

end of six months' period, with the statement and affidavit similar to the working of the New Jersey law.

West Virginia.—Up to this year there has been no law covering "Commercial Feeding Stuffs." but a bill has been passed and we are now waiting for a copy. We understand that it will be practically the "Uniform Feed Law." including the tonnage tax feature.

Minnesota.—House Bill 366. As presented that was very objectionable and vicious, including screenings, etc., as adulterants of low feeding value, and also stating that "Any feed containing such material with a maximum fiber over 10 per cent should bear a yellow tag printed in red ink with the per cent present of each material enumerated." Fortunately, however, we were able to convince the authorities of the great value of screenings and that objectionable feature, therefore, was eliminated, and if the bill now goes through as proposed it will be entirely satisfactory to the millers. It carries a tonnage tax of 20c per ton.

So much for the States.

Pardon us if we call your attention to a bill in Congress, H. R. 16224, introduced by Mr. Lever, but which, of course, died by default with the adjournment of Congress, but which will be resurrected in due season. This calls for:

The adoption of standards by the Secretary

he adoption of standards by the Secretary Agriculture showing the kind of each ingred-

ient:
Per cent by weight of each ingredient constituting 5 per cent by weight or less of commercial feed:
Per cent by weight of each ingredient of low feeding value;
A statement on the invoice or other document giving certain information;
Also, the grade of such "Commercial Feeding Stuff" in accordance with the official feed standards of the United States.
But here is a feature that means a great deal of trouble and annoyance on interstate shipments:

"Sec. 10.—That every person engaged in the business of shipping or selling for shipment in

commerce any commercial feed shall keep such records and statements of account and maker such reports or returns, verified under oath or otherwise, as will fully and correctly discloses all transactions involved in his business, in such form and at such times as may be required, under regulations made pursuant to this Act." Therefore, it behooves all millers to watch this legislation, as it will surely reappear in the next Congress.

#### Exports of Feedstuffs.

February exports of feedstuffs, compared with February, 1918, and for the eight months ending February, 1919, compared with the corresponding eight months ending February, 1918, as reported by the Buro of Foreign and

Domestic Commerce were as follows:

February.
1919.
1918.
8 mos. e
1919. 8 mos. ending Feb., 1919. 1918. 

FIGHT against the proposed 80 per centa tax on oil production and against government control of the industry, which two things tend to send the price of gasoline skyward, will be planned at the national petroleum congress which meets in Chicago next week.

#### Godfrey-Blanchard Co. to Open Milwaukee Office.

The Godfrey-Blanchard Co., of Minneapolis, will open an office at Milwaukee on May 1, with Mr. Guy Blanchard in charge as mgr

Mr. Blanchard, whose portrait is reproduced herewith, and who is sec'y of the company at both Minneapolis and Milwaukee, has been active in the grain business for the past 12 years. Six years of this time he has been serving as a traveling solicitor, his territory comprising South Dakota, North Dakota, Minnesota and Iowa

The company will have membership in the Milwaukee Chamber of Commerce, and Mr. Blanchard's many friends wish him every success in his new location.



Guy Blanchard, Milwaukee, Wis.

## Grain Trade News

#### ARKANSAS

Arkadelphia, Ark.—The elvtr. of the Arkalelphia Milling Co. burned Apr. 17. The loss was \$45,000, covered by insurance.

Little Rock, Ark.—W. A. Holley has retired from this business and I have purchased his interest. Mr. Holley will act as a traveling representative for the Omaha Alfalfa Milling Co. and will have headquarters at Memphis, Tenn. I have been in the brokerage business for a number of years and will do strictly a brokerage business in hay, grain, mill feeds and cotton seed products. After Apr. 30 the name will be changed from Wm. A. Holley Co. to Wilson & Co.—W. R. Wilson.

#### CALIFORNIA

Stockton, Cal.—A bill has been introduced by Assemblyman D. W. Miller at Sacramento for the appropriation of \$300,000 for the erection of a grain elvtr, and terminal agricultural ware-thouse here.

Amador Valley (Pleasanton p. o.), Cal.—We have just completed a 40,000-bu. cribbed elvtr. It has 14 bins, two legs, wagon dump and Richardson Automatic Scale. The work was done by the Glasser Construction Co. We have installed a 16-h.p. gas engine and will install cleaning machinery later. It will be known as the Farmers Grain Elvtr.—H. P. Mohr.

#### CANADA

Winnipeg, Man.—F. S. Lewis & Co. of Chicago will open an office here with Forbes A. Clark in charge.

Port Arthur, Ont.—Parrish & Heimbecker are planning to rebuild the elvtr. which was destroyed by fire some months ago.

Carroll, Man.—The Lake of the Woods Milling & Elvtr. Co.'s elvtr. burned Mar. 27. A large quantity of wheat was burned.

Winnipeg, Man.—Members of the Grain Exchange presented D. M. Potter with some handsome silver on the occasion of his marriage.

Port Arthur, Ont.—Work has commenced on the 750,000-bu. addition to the Canadian Northern Elvtr. This will give the elvtr. a capacity of 6,000,000 bu.

Ft. William, Ont.—The Saskatchewan Copperative Elvtr. Co., Ltd., is building an additional 2,000,000 bus. storage to its terminal elvtr. in Port Arthur.

Vancouver, B. C.—H. F. Ostrander, of Seattle, has bot the mill and elvtr. belonging to C. P. Coles & Co., Ltd. The firm will be dissolved and Mr. Coles will return to the ship brokerage business.

Morinville, Alta.—The elvtr. of the Gillespie Elvtr. Co. burned recently. The elvtr. had no fire extinguishing apparatus, and the village pump being frozen, was useless. The elvtr. contained from 85,000 to 100,000 bu. of grain.

Winnipeg, Man.—The Grain Insurance & Guarantee Co., incorporated, to save dealers from loss if grain is destroyed after purchase from the farmers. The capital stock of the company will be \$500,000 and the head office here. Directors, R. T. Evans, Frank O. Fowler, W. A. Anderson, H. Karmer and D. N. Potter.

Winnipeg, Man.—Members of the Grain Exchange have formed what is known as the Winnipeg Grain Exchange Amateur Athletic Ass'n. It is expected to be the largest athletic ass'n in the city, its membership to exceed 1000. The officers are: J. M. Gilchrist, pres.; Matt Snow, vice-pres.; F. C. Merrick, sec'y; H. Saunders, ass't sec'y, and R. Symes, treas.

H. Saunders, ass't see'y, and R. Symes, treas. Ft. William, Ont—The membership of the Grain Exchange now numbers 176. At the present time the membership is limited to 200, so there are only 24 seats left. At the present low figure, \$400, these should rapidly be sold, having in view the probabilities of open trading in Canada next September. If this comes into effect sample markets will be in full swing, with a corresponding increase in business locally.

Winnipeg, Man.—The Grain Exchange council has fixed the contract grades of oats and barley for the year commencing Oct. 1, 1919, as follows: No. 2 Canadian Western oats, with privilege of delivering on contracts (a) higher grade oats, (b) No. 3 Canadian Western oats at a 3c per bu. discount, (c) ex. No. 1 feed oats at a 3c per bu. discount, (d) No. 1 feed oats at 5c per bu. discount, (e) No. 2 feed oats at 5c per bu. discount The contract grade of barley shall be No. 2 Canada Western barley with the privilege of delivering on contract, (a) higher grade barley, (b) No. 4 Canada Western barley at a 5c per bu. discount.

#### COLORADO

Burlington, Colo.—I have succeeded John Meyers as mgr. for the Burlington Equity Exchange Co.—A. H. Camp.

Holyoke, Colo.—We bot the elvtr. of the Spelts Grain Co. at this station Mar. 20 and expect to install motors before the new crop moves.—Paul Reimer, mgr. Reimer Grain Co.

Brighton, Colo.—The Farmers Elvtr. Co. has not concluded the purchase of the elvtr. owned by J. K. Mullen as he is at Hot Springs, Ark., and his chief assistant in the Denver office is also absent.

Darlow, Colo.—Stockholders in the new elvtr. company will leave the matter of the purchase of the elvtr. owned by J. K. Mullen of Brighton, to the directors, who will consider the matter at a meeting to be called soon.

#### IDAHO

Arco, Idaho.—Thomas Bros. will install a Hall Signaling Distributor in their elvtr.

Ashton, Idaho.—Thomas Bros. & Fike have let a contract to W. C. Bailey for 12,000-bu. and 15,000-bu. elvtrs. to be built at Richfield and Gooding.

Jerome, Idaho.—Thomas Bros. may build a 20,000-bu, elvtr. here. This company has made improvements in its elvtrs. at Ashton, Grainville and Arco.

Midvale, Idaho.—Our company, with headquarters at Seattle, is taking over the warehouses of the Midvale Farmers Warehouse & Elvtr. Co. here and at Cambridge July 1.—Tri-State Terminal Co., G. A. Marshall, mgr.

Moscow, Idaho.—The first of three meetings to be held by the advisory com'ite for the commissioner of agriculture to investigate the handling, inspection and weighing of grain under the laws passed by the recent legislature in order that a plan to improve grain marketing might be solved, resulted in the adoption of standards for grain established by the U. S. Department of Agriculture. The com'ite spent three days taking testimony and getting suggestions from grain dealers, warehouse managers, millers and farmers, the result of which is embodied in a set of resolutions which will be presented to Miles Cannon, state commissioner of agriculture. The rules adopted at this meeting will again come up at the two other meetings which will be held at Boise and American Falls.

#### ILLINOIS

Alhambra, Ill.—The Alhambra Grain & Feed Co. will build an elvtr.

Covelle, Ill.—The Farmers Elvtr. Co. was recently incorporated here.

DeKalb, Ill.—The elvtr. owned by John Mc-Girr is being torn down.

Le Roy, Ill.—I am now in the employ of WA. Webb & Co.—S. P. C. Garst.

Butler (Monmouth p. o.), Ill.—McCubbins & Leahy will build an elvtr. here.

Joliet, Ill.—E. J. Feehery & Co. now have an office here with L. T. Feehery as mgr.
St. Charles, Ill.—Ex-Mayor M. A. Joshel, of

Geneva, is building a grain elvtr. here.

New Lenox, Ill.—The Willis Morris Elvtr.
Co. is putting in new flooring on driveway and dumps.

Annawan, Ill.—J. W. Webster has retired as mgr. for the Annawan Farmers Grain Co.

Varna, Ill.—Geo. Pasce, who sold his elvtr. here several months ago, has moved to Peoria.

Bushnell, Ill.—The Geo. W. Cole Grain Co. is contemplating moving its main office to Peoria.

Hutsonville, Ill.—The property of Hurst Bros. & McNutt was slightly damaged by lightning Apr. 15.

Medora, Ill.—Burns Bros., of Chesterfield, have bot the elvtr. belonging to the Medora Elvtr. Co.

Craig, Ill.—C. L. Smith has sold his elvtr. to the Harrison & Ward Co. Louis Whitehead will be mgr.

Sidney, Ill.—The Sidney Grain Co. is defend-

ant in a suit for \$5,000 damages, brot by J. T. Fahey & Co.

Carrollton, Ill.—The Carrollton Farmers Elvtr. Co. will soon start work on its new concrete and steel elvtr.

Hull, Ill.—A new elvtr. will be built here by the Farmers' Elvtr. Co. in which Wesley Hull is at the head.

Kirkland, Ill.—Rosensteil & Co., of Freeport, have bot and will operate the elvtr. owned by Geo. Banks, of Irene.

Viola, Ill.—The Farmers Grain & Supply Co. has bot some new machinery for its elvtr. Frank Fritch is mgr.

Union (Lincoln p. o.), Ill.—The Farmers Elvtr. Co. is operating the elvtr. recently bot of Quisenberry & Holmes.

Steward, Ill.—U. S. Shearer has been making improvements in his elvtr., including the installation of a new motor,

Bethany, Ill.—The capital stock of this company has been increased to \$60,000.—Bethany Grain Co., E. A. Walker, mgr.

Tolono, Ill.—J. C. Filer has resigned his position as mgr. of the elvtr. owned by W. M. Murray and will go on a farm.

Jamaica, Ill.—The Jamaica Farmers Elvtr. Co. has let contract to Ballinger & McAllister for a 20,000-bu, concrete elvtr.

Symerton, Ill.—Pierce Carey & Co. are operating under lease, the elvtr. formerly owned by the Symerton Farmers Grain Co.

Earlville, Ill.—G. A. Cope has acquired an interest in the grain and coal business, belonging to R. A. Strong, here and at Rollo.

Milford, Ill.—Milford Grain Co. incorporated; capital stock, \$20,000; incorporators, Linas T. Hutchins, W. W. Evans and F. S. Yant.

Edwardsville, Ill.—A 75,000-bu. elvtr. will be built for the company of which Andrew Hawkins is pres. and Wm. Waters is sec'y.

Fidelity, Ill.—The Fidelity Co-operative Grain Co. has let contract for a concrete elvtr. to replace the wooden structure now in use.

Malta, Ill.—D. L. Mowbray, of Creston, has bot the elvtr. belonging to Mr. Pierce, and will operate both the Malta and Creston plants.

Milmine, Ill.—Harrison Ward & Co, have sold their elvtr. to the Milmine Elvtr. Co, and have bot the elvtr. at Craig belonging to C. L. Smith.

Dunkel (Pana p. o.), Ill.—The Dunkel Grain Co, has let contract to the Decatur Construction Co, for a 10,000-bu, addition to its grain elvtr.

Nokomis, Ill.—A. Oberle & Co. has acquired the elvtr. formerly owned by Wm. Hand. I also have an elvtr. which I operate.—Henry J. Nobbe

Seymour, Ill.—Mr. Edward Rising is mgr. for the Seymour Farmers Grain & Supply Co. and not I, as was erroneously reported.—C. P. Bauman.

Ransom. Ill.—The Farmers Elvtr. Co. will install a 10-ton truck scale, and build a double set of tanks or a round elvtr. bin for rock phosphate.

Perry Springs, Ill.—J. R. Bell & Co. have sold their elvtr. to J. I. Pool, who formed the present company.—Perry Springs Grain Co., Geo. Gaut, mgr.

Cairo, Ill.—Ray Williams, traffic mgr. of the Board of Trade, has been appointed on the Eastern Freight Traffic Com'ite to represent the shippers.

Arlington, Ill.—The office of the Arlington Grain Co. was raided by thieves, April 12, who escaped with what small change was in the cash register.

### The GRAIN JOURNAL.

Kincaid, Ill.—A farmers grain company is being formed here and will either buy the elvtr. owned by T. M. Young & Co. or build one here or at Bulpitt.

Beason, Ill.—We have sold our elvtr. here to the Henkle Grain Co. Mr. Henkle will move to this town and make it his home.—The Janssen Elvtr. Co.

Dietrich, Ill.—I expect to re-enter the grain business this season, having left it to enter the service of the government last September. —P. M. Wendt.

Trey Grove, Ill.—H. C. Moore & Co. have bot the plant of H. C. Moore and will build a 25,000-bu. addition.—Co-operative Grain & Supply Co., M. C. Simpson, mgr.

Alworth, III.—L. N. Bowman is having his elvtr. remodeled and repaired by Ballinger & McAllister. Later on he will put in new elvtr, leg, belt, buckets and transmission rope drive.

Troy Grove, Ill.—The Co-operative Grain & Supply Co. incorporated; officers, Wm. Wylle, pres., James Long, vice-pres., J. W. Weldon, see'y., John Derwechter, treas. M. C. Simpson

Fillmore, Ill.—Fillmore Farmers Co-operative Ass'n incorporated; capital stock, \$20,000; incorporators, Jau L. Voila, Bernard I. Huber, John H. Snider, Chas. D. Moody and Burton C. Holloway

Newman, III.—W. J. Roller has sold his elvtr. to the Henry Weise Co., of Cissna Park, who will form a stock company to conduct the business. Mr. Roller will retire from the elvtr. business. ness and go on a farm.

Beechley (Auburn p. o.), Ill.—N. C. Twist will tear down the elvtr. he recently bot and erect a modern structure. He has also bot an interest in the elvtrs. at New Berlin, Bates, Island Grove and Prouty.

Ottawa, Ill.—The Farmers Grain Co. has let the contract for a large phosphate and limestone storage plant consisting of two cement bins 51 ft. high and 14 ft. in diameter. P. C. Allen has been retained as mgr.

Butler, Ill.—The Butler Farmers Co-operative Elvtr. Co. did not complete the deal for the purchase of the elvtr. belonging to Frank Ware, as was previously reported, but have let contract for a new structure.

Villa Grove, Ill.—The new Villa Grove Farmers Elvtr. Co. has elected the following officers: F. E. Van Doren, pres., Chas. Richman, vice-pres., D. F. Richman, sec'y, Chas. Barrick, treas., and C. A. Scott, mgr.

Waggoner, Ill.—Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators, H. W. Street, E. M. Browning, Edward Johnson, J. L. Sharp and R. H. Nail. The company has bot the elvtr. of J. W. Gerlach. H. W. Street

Perdueville. Ill .- The Perdue Elvtr. Co. has just completed some repair work on its elvtr. co. has just completed some repair work on its elvtr., consisting of a new driveway, iron roof, repairing cribbing, concrete driveway retaining walls and a new dump. Ballinger & McAllister did the work.

Penfield, Ill .-- Penfield Grain & Coal Co. in-The company will either buy one of the two elvtrs. here or build one.

Clarksdale III.—The Farmers Grain Co. Clarksdale, III.—The Farmers Grain Co. has been incorporated to deal in grain and produce capitalized at \$20,000. The incorporators are Jacob J. Achenbach, L. T. Entsminger, Geo, W. Parris, C. T. Neer, Jacob Craig, A. R. Taylor and W. R. Harvey.

Greenfield, Ill.—We have bot the elvtr. be-P. Allen, on the C. B. & Q. tracks longing to L. which we will use for the present. Do not know when we will build. Our officers are: E. K. Metcalf, pres., and myself, sec'y, treas. and mgr.—Geo. N. Cole.

Goodenow, Ill.—We may buy the old elvtr. belonging to J. S. Siemser & Co. Officers of our newly incorporated company are, Wm. H. Arkenberg, pres., Gus Ohlendorf, vice-pres. and Geo. W. Baker, sec'y and treas.—Farmers Grain Co., Arthur C. Kieper, mgr.

Nokomis, III.—We have completed our 45,000-bu. concrete elvtr. It is equipped with a Fairbanks Morse 2-ton Wagon Scale and a Richardson Automatic Scale. We will build a flour and feed warehouse soon. We have increased our capital stock from \$20,000 to \$25,000.—Nokomis Farmers Co-operative Grain Co., A. C.

Peoria, Ill.-The body of Philip B. Tyng, who disappeared Feb. 10, was found in the river at Chicago. He was a brother to A. G. Tyng. He was 50 years old. No reason is known for his death, unless he fell into the river by accident. He held a good position and was prosperous.

Peoria, Ill.—The Board of Trade is planning to give the Illinois Grain Dealers Ass'n a royal entertainment during their convention here, May 6-7. H. H. Dewey, W. S. Miles, G. S. Bowman, A. G. Tyng, L. I. Gruss and A. C. Kinley have been appointed as a com'ite on

Springfield, Ill.-A bill prohibiting dealings in puts and calls on any board of trade has introduced in the lower house of the Illinois legislature by Representative Tice, the penalty for violation being a fine of not less than \$200, nor more than \$2,000, or imprisonment in the county jail for one year.

Holton sta. (Washburn p. o.) Ill.—The elvtr. of the Turner-Hudnut Co. burned the night of Apr. 10 together with 1,000 bus. of corn and 2,000 bus. of oats. The fire originated in a corn crib. The fire was discovered about nine o'clock by Walter Horn, mgr., the entire roof being ablaze. The loss is estimated at \$3,000.

Lafayette, Ill.—The Farmers' Co-operative Elvtr. Co. has bot the elvtr. owned by F. T. Gelvin and will take possession May 1. At first, they will handle only grain and tile, but later expect to buy the business of Thos. Hoadley. The officers are: Pres., E. E. Snyder; vice-pres., Lloyd White; sec'y., Gerald Snyder.

Green Valley, Ill.—We have let contract for a 25,000-bu, concrete elvtr. to be built on the site of the old Turner-Hudnut elvtr. which was torn down some years ago. We are now in full control of the grain business here, having bot out the interest of the Smith-Hippen Co. after their elvtr. burned.—Farmers Grain & Coal Co.

Morrison, Ill.—The newly organized Farmer' llvtr. Co. has bot the elvtr. owned by Renkes ros. Possession will be given July 1. The rice is said to be in the neighborhood of \$60,-The business has been conducted by some member of the Renkes family since 1902. In 1915, the three brothers erected the present reinforced concrete elvtr. The new elvtr. company is made up of members of the Milk Producers Ass'n numbering 200. The matter of incorporation is in the hands of R. A. Norrish, C. J. Craig, S. M. James, B. F. Hoover and

Springfield, Ill.—Senate Bill 230 introduced by Senator Barbour, and House Bill 312, introduced by Representative Dahlberg, provide that no primary or election day shall be a legal holiday except the regular biennial state election. At present all primary and election days are legal holidays, although they are not usually observed by any one except those employed in public offices. As banks, the Board of Trade and Stock Exchange are closed on these days it is impossible to dispose of cars of grain promptly and in times of car shortage the evil is needlessly accentuated. The bill is endorsed by the leading civic organizations of Chicago.

#### CHICAGO NOTES.

Louis J. Friedman, Board of Trade member,

was seriously injured in an automobile accident at Los Angeles, Cal., recently.

James Norris was congratulated by his friends on the Board of Trade on his recent marriage to Miss Marguerite P. Loris, of New York

Geo. P. Braun Jr., recently returned from service, is now associated with the stock, bond and grain brokerage firm of Eugene M. Hoyne

A petition to change the contract grade in barley was referred by the Board of Trade directors. Apr. 16, to the com'ite on rules and

Howard B. Jackson, vice-pres. of the Food Administration Grain Corporation, has resigned after two strenuous years, his reason being that he desires to attend to his own private business

Herbert J. Mayer and A. P. Holbrook, Jr. have formed the commission firm of Mayer-Holbrook & Co. Both Mr. Mayer and Mr. Hol-brook are members of the Board of Trade, and application for membership in the St. Louis Merchants Exchange and the Milwaukee Chamber of Commerce has been made by Mr. Mayer, each of these memberships to be used by the new firm. The company will also have active connection with several other outside markets.

Sec. 3 of Rule XXIII, granting the directors of the Board of Trade emergency war powers s limit trading in any commodity will be amende under a new rule posted for ballot limiting that power to wheat only.

A Board of Trade membership sold recent for \$8,250. G. A. Aylsworth and F. E. Kin hape posted memberships for transfer and G. Wood applied for membership. The following members hape been elected: B. H. Etterson, A. E. Staley and P. D. Sullivan.

A movement is under way to place all trade. on a brokerage basis on the Board of Tracks as on the New York Stock and Cotton Est change. It is proposed to make commissions \$10 for 5,000 bus. to non-members and \$5 t

A. V. Booth is chairman of the Liberty A. V. Booth is chairman of the Liberty Low Committee. Other members are: J. P. Griffit A. F. Lindley, J. M. McClean, J. F. McKenzie W. L. Gregson, E. A. James, Jos. Simon Sammy Wolff, C. W. Hunter, R. A. Schustet J. W. Booth, A. G. Delany, Sam Raymond, Edward Hymers, Chas. F. Hanson, John D. McDougall, F. A. Paddleford, E. Butz, H. J. Patter, E. A. Doern, E. C. Badenoch.

John F. Wright, one of the oldest members of the Board of Trade, died during the night of April 23. Mr. Wright had been a member of the Board of Trade for about 50 years, and i that time had been connected with several grain firms. At the time of his death he way associated with Sam Finney & Co., having been with that company since the establishs ment of its local office last November.

Paragraf C, Sec. 4 of Rule XIV will be amenda ed under a rule posted for ballot by the directors of Board of Trade. The one-quarter of cent rate is changed to read: For the purchas or for the sale, or for the purchase and sale by grade alone, of rye, barley or flaxseed, to be delivered in store, either for immediate of for future delivery, \$12.50 per 5,000 bus. or multiples thereof and \$3.75 per 1,000 bus. or multiples thereof for delivery in lots of less there of \$3.00 bus. than 5,000 bus.

"Over the top for the Chicago Board of Trade in the Fifth Liberty Loan" is the claim of Sam Raymond, member of the board and in charge of the publicity of the Liberty Loan on the big mart. The quota for the Chicago Board o' Trade is \$3,000,000, but this figure was almost doubled on the last loan when the subscriptions amounted to \$5,519,850. Among the big tions amounted to \$5,319,850. Among the bit subscribers to date are: James Patten, \$100,000; Armour Grain Co., \$200,000; Quaker Oats Co., \$65,000, and Robert McDougal, \$10,000 Other big subscriptions have been promised and before the week is over the \$1,000,000 mark will be reached. be reached.

Samuel T. Graff died Apr. 12. He was born in Brooklyn, New York, on Mar. 10, 1868, and as a young man entered the grain business with as a young man entered the grain business with the firm of McIntyre & Wardwell of New York In June, 1900, he moved to Chicago and was connected with the Peavey Grain Co. Since that time he has been an active member of the Board of Trade. For nine years past he has been in charge of the wheat department of Bartlett Frazier Co. Mr. Graff was considered an expert judge on wheat and was on the com'ite appointed to fix values on the arrivals of ungraded wheat at Chicago bot by the U.S. of ungraded wheat at Chicago, bot by the U. S. Grain Corporation. In 1894 he was married to Miss Elsie A. Crolius, who, with their four-children, mourn the loss of a most devoted husband and father. The oldest son, Edward, children, mourn the loss of a most deto husband and father. The oldest son, Edwa has been recently honorably discharged fr service in the United States Navy. Paul is a student at Harvard, and David J. a Elsieanna are attending schools at Hinsdale.

#### INDIANA

Monterey, Ind.—I have installed electric power in my elvtr.—J. L. Hoesel.

Seymour, Ind.—The Blish Milling Co. is doing some repair work on its elvtr.—G. H. Anderson. Ambia, Ind.-Willis Samuels, mgr. for the Ambia Grain Co., has been succeeded by J. M. Heinen.

Rich Valley, Ind.—The Rich Valley Co-operative Elvtr. Co. has increased its capital stock from \$12,000 to \$25,000.

Berne, Ind.—The Farmers Equity Elvtr. Co. has let contract to the Berne Silo Co. for a 35,000-bu. circular bin elvtr.

Lapaz, Ind.—We have sold our elvtr. to the Lapaz Grain Co., recently incorporated.—W. Wilson, mgr. Lapaz Grain Co.

Lebanon, Ind.—The Boone Grain & Supply Co., recently incorporated, has bot the elvtr. belonging to Jones & Shirley.

Witts, Ind.—The Buckeye Elvtr. & Grain Co., formerly the Price Grain Co., of Eaton, Ohio, is building a 10,000-bu, elvtr. here.

Centerville, Ind.—The Farmers Grain & Supply Co., recently incorporated, has bot the elvtr. belonging to Cretz and Deardorf.

Lake, Ind.—We will install a new self contained flour mill, moisture testers, distributor, car loader and buckets.—Collins & Swallow.

Van Buren, Ind.—The Farmers Equity Exchange, newly incorporated, may buy the elvtr. belonging to the Studabaker Grain & Seed Co.

Swanington, Ind.—Doan & Day, of Boswell, have sold their elvtr. here to W. B. Foresman Co., of LaFayette; possession June 15.—J. F. Doan.

Bunker Hill, Ind.—The Bunker Hill Elvtr. Co., newly incorporated, has let contract to Ballinger & McAllister for a 10,000-bu, concrete elvtr.

Tocsin, Ind.—The Tocsin Farmers Elvtr. Co. has been granted a site by the Eric Railroad Co. and will build an elvtr. The contract has not been let

LaFontaine, Ind.—Farmers Co-operative Co. incorporated; capital stock, \$50,000; directors, Eugene Hoch, Wm. Thomas, E. L. Gard and Jacob Sailors.

Farmland, Ind.—The Goodrich Bros. Hay & Grain Co. has let contract to Ballinger & Mc-Allister for a 35,000-bu. concrete elvtr. and tile warehouse.

Barnard, Ind.—We are tearing down our old plant, preparatory to building a new 16,000-bu. elvtr., run by electric power.—Newton Busenbark, Crawfordsville, Ind.

Yorktown, Ind.—Farmers Co-operative Co. incorporated; capital stock, \$50,000; directors, Wm. Stevenson, Alfred G. Ellison, Marion Williams, George Hensier and Wm. K. Gilbert.

Jonesville, Ind.—The Columbus Milling Co. is building a new elvtr. here to replace the one destroyed by fire. My elvtr. has not been damaged by fire.—G. H. Anderson, Seymour, Ind.

Thornhope (Oak p. o. name), Ind.—Several stockholders of the Farmers Grain & Supply Co. have sold their stock to J. C. Phillips, of Star City, who now holds the controlling interest.

Garrett, Ind.—Farmers Co-operative Grain & Live Stock Co. incorporated; capital stock, \$20,000; directors, Frank Yarde, E. F. Haynes, Miles Weller, Albert King and Samuel Downend.

Ericson sta. (Boone p. o.), Ia.—The elvtr. of the Farmers Elvtr. Co. was ignited when lightning struck one of the cribs, but the fire was extinguished before much damage was

Chalmers, Ind.—C. P. Hawkins has resigned as mgr. for the Chalmers Grain Co. here and will become mgr, for the Farmers Co-operative Co. at Wolcott. His resignation will take place May 1.

Bicknell, Ind.—I have purchased a two-thirds interest in the elvtr. and mill of Walker & Crane at Sanborn, Ind., but Mr. Crane will be mgr. there and I will remain here.—O. L. Barr, O. L. Barr Grain Co.

Bluffton, Ind—Wm. R. Smith, formerly with the Farmers Elvtr. Co., will succeed J. W. Still as mgr. for the Studabaker Grain & Seed Co. Mr. Still has resigned to return to Carmi and manage an elvtr. there.

Mt. Vernon, Ind.—Directors elected by the Farmers Elvtr. Co. are Armenus Templeton, W. L. Thompson, Henry Schrieder, E. R. Pihlips, A. W. Mackey. Officers will be elected at a meeting to be held in May.

Marion, Ind.—We may build 2 elvtrs. here, one 15,000 and one 30,000 bus. Melvin Cain is sec'y and M. M. Kilgore is treas. We have not yet selected a mgr.—Farmer's Co-operative Exchange, Julius Stallings, pres.

Wolcottville, Ind.—The report that we have dissolved is an error. We have no intention of any such action. Our company is a copartnership formed of Frank C. Wolfe and Merritt G. Pierce.—Wolcottville Elvtr. Co.

Mexico, Ind.—I sold my elvtr. once to the Mexico Elvtr. & Livestock Co. at \$11,000, but they later refused to complete the deal. On April 15 I made another contract with them, for the sale of the elvtr., provided it is approved by a majority of the stockholders at a meeting to be held later.—R. J. Morgan.

Eaton, Ind.—Ten bushels of clover seed worth \$300 and 18 24-lb. sacks of flour valued at \$22 were removed under cover of night from the elvtr. of Steifel & Levy, the theft being reported by Edward Elliott, mgr.

Bloomington, Ind.—The officers of our newly incorporated company are W. H. H. Parks, pres., John Reed, vice-pres. and Matthiew Kennedy, treas. We will build an elvtr.—E. W. G. Johnson, sec'y. Monroe County Farmers Grain Co.

North Judson, Ind.—W. F. Marquardt, mgr. and proprietor of the Peoples Grain Co., has sold his interest in the business to Fred and Wm. Lemke, who will take charge May 1. Mr. Marquardt will go west for the benefit of his failing health.

Indianapolis, Ind.—The following have been elected to membership in this ass'n: Craigville Farmers Elvtr., Craigville, E. G. Vernon & Son, Anderson, Burrell & Morgan, Elkhart, and London Grain Co., London.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

Carmel, Ind.—We do not intend to buy or build an elvtr. at present, but will begin by handling farm supplies. Our officers are, Albert Kinzer, pres., A. V. Almond, vice-pres., J. R. Johnson, see'y and C. F. Roberts, treas.—Farmers Co-operative Co., L. M. Perisho,

Sanborn, Ind.—The mill which has been operated by Walker & Crane in connection with their elvtr., in which plant I have bot a two-thirds interest, will be torn out and sold and a feed grinding plant will be installed in the old mill building.—O. L. Barr, O. L. Barr Grain Co., Bicknell, Ind.

#### IOWA

Denison, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, \$30,000.

Sac City, Ia.—J. B. Adams has installed a Trapp Auto Truck Grain Dump.

Cushing, Ia.—C. E. Lowry & Sons have bot a Trapp Auto Truck Grain Dump.

a Trapp Auto Truck Grain Dump.

Red Oak, Ia.—The Replogle Co. will install a Trapp Auto Truck Grain Dump.

Elliott, Ia.—Chas. M. Redmon has bot the elvtr. owned by Chas. Kilpatrick.

elvtr. owned by Chas. Kilpatrick.

Clutier, Ia.—I am agent for the Independent
Grain & Lumber Co.—Louis Bota.

Granite, Ia.—We have sold out here so have no agent.—Mooreland & Shuttleworth.

Gowie, Ia.—The Farmers Elvtr. Co. has installed a vault to hold all of its records.

Estherville, Ia.—L. H. Burleson is temporary mgr. for the Slaughter-Burke Grain Co.

Early, Ia.—The Early Grain Co. will install one Trapp Truck Dump and one Wagon Dump. Carson, Ia.—Jas. Fender & Sons have bot a Trapp Auto Truck Grain Dump for their elvtr.

Macedonia, Ia.—The Mickelwaite & Young Co. will install a Trapp Auto Truck Grain Dump.

Holstein, Ia.—The Farmers Elvtr. Co. will install two Trapp Truck Dumps and two Wagon Dumps.

Berkley, Ia.—W. A. Lower has succeeded the late F. L. Phipps as mngr. for the Farmers Elvtr. Co.

Cedar Falls, Ia.—We are successors to the New Hartford Grain Co. here.—Tostlebe & Jamerson.

Braddyville, Ia.—Steer & Wright have sold their grain and coal business to McClarnon & McClurdy.

Thompson, Ia.—We will install new power, scales and spouting in our elvtr.—Farmers Cooperative Elvtr. Co.

Clutier, Ia.—We have bot the elvtr. belonging to Albert Simonsen.—Farmers Elvtr. Co., M. A. Caslavaka, sec'y.

Clarion, Ia.—The elvtr. belonging to Ed J. Funk is being repaired. A new grain dump is the main improvement.

Brunsville, Ia.—The Hoese Grain Co. is making improvements in its elvtr. and installing an Ibberson Double Distributor and building an addition for oats storage. The T. E. Ibberson Co. is doing the work.

Davenport, Ia.—Leland B. Nelson, of Logan & Bryan's Chicago office, will succeed E. H. Whickelman as mgr. of their branch office here. Mr. Whickelman has been mgr. here for 7 years.

Laurel, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Construction Co. for a 35,000-bu. frame house.

Hickory Grove (Grinnell p. o.), Ia.—The Cooperative Elvtr. Co. will build a store house to be used as an elvtr. and store.

Portland, Ia.—A farmers' elvtr. company is being organized and probably will take over the business of S. C. Hill.

Sloux City, Ia.—The Mariner Terminal Elvtr. Co. has bot forty acres of ground at Leeds, as a site for its new buildings.

Marshalltown, Ia.—The farmers of this vicinity will build a \$12,000 to \$15,000 concrete elvtr. on the Illinois Central right of way.

Davenport, Ia.—The Merchants Elvtr. Co. has

let contract to the Burrell Engineering & Construction Co. for a 200,000-bu. elvtr.

Fort Dodge, Ia.—The Quaker Oats Co. will install 3 truck dumps for different elvtrs., fur-

install 3 truck dumps for different elvtrs., furnished by Trapp-Gohr-Donovan Co.

Burt, Ia.—The Burt Farmers Exchange Co.

is reorganized under a new charter. The firm name is now the Burt Farmers Exchange.

Boone, Ia.—We have had no fire in our elvtr.

as was erroneously reported.—W. W. Eaton, mgr. Farmers Co-operative Elvtr. & Live Stock Co.

Breda, Ia.—Chas. Dozler and Wm. Loeltz have taken over the elvtr. which they bot last winter of F. Brinker. Mr. Dozler will be mgr.

Alexander, Ia.—W. H. McDowell, who recently sold his elvtr. here, will settle in some western town as soon as a suitable location is found.

Berne (Ute p. o.), Ia.—The Berne Elvtr. Co. has been organized and bids are being received for a new elvtr. Paul Kuhlman is pres. of the company.

Grundy Center, Ia.—A. C. Miller, mgr. for Greig & Stockdale, who recently sold out here, will go to Little Rock as mgr. of the company's clytr. there.

Merrill, Ia.—The Hoese Grain Co. is making some improvements and installing an Ibberson Double Distributor. The T. E. Ibberson Co. is doing the work.

Fairfax, Ia.—Hatch & Brookman, of Central City, who own and operate a number of elvtrs. in this part of the state, have bot the elvtr. of the Jackson Grain Co.

Haverhill, Ia.—Farmers Co-operative Exchange incorporated; capital stock, \$25,000; officers, B. H. Determan, pres., A. H. Stalzer, sec'y, and H. Pille, treas.

Keokuk, Ia.—A fire, which was started by friction on a pulley in the elvtr. belonging to J. C. Hubinger Bros. was extinguished before much damage was done.

Granville, Ia.—Gust Luken, formerly mgr. for the Farmers Elvtr. Co., has removed to Yankton, S. D., to become mgr. for the Farmers Union Co-operative Elvtr. Co.

Beaman, Ia.—We bot the lumber yard from the Lovell Scholfield Lbr. Co. and took possession Apr. 1 with M. A. Artz mgr.—Beaman Elvtr. Co., W. F. Weir, mgr.

Fontanelle, Ia.—The Farmers Grain & Live Stock Co. is being formed here with a capital stock of \$15,000 and may buy the elvtr. owned by the Dunlap Grain & Elvtr. Co.

Bayard, Ia.—J. N. Loeltz has resigned as mgr. for the Farmers Elvtr. Co. here to take charge of his newly acquired elvtr. at Breda. He will be succeeded here by Ray Smith.

Crystal Lake, Ia.—Geo. W. Dickinson is mgr. and W. E. Tanner is ass't mgr. here. We will tear down and rebuild several coal sheds this spring and may build a flour and twine house.

—Crystal Farmers Ass'n.

Traer, Ia.—The two elvtrs. of Marr & Young have been purchased by a company of farmers. David Marr, of the firm of Marr & Young, will retire after May 1. He has been in the grain business for 17 years, most of the time in and near this place.

Arthur, Ia.—The Arthur Co-operative Elvtr. Co. has let contract to the Younglove Construction Co. for remodeling its elvtr., improvements to consist of a new foundation, a 10-ton auto truck scale, car puller, manlift and pop corn leg. The building will be repainted and a new office building built.

Sioux City, Ia.-The following have made application for membership on the Board of Trade, F. C. Mariner, E. C. Prescott and J. S. Eales.

Sioux City, Ia.—The Mystic Milling Co. has let contract to the Burrell Engineering & Construction Co. for a 200,000-bu. additional storage and head house with Fairbanks equipment. A 20-ton automatic dump scale and a 2000-bu. hopper scale will be installed.

Stout, Ia.—A. D. Weir has resigned his position as mgr. for the Farmers Co-operative Elvtr. Co, here to become mgr. for the newly organized Farmers Elvtr. Co., at Cedar Falls. fie will be succeeded by J. W. Clirksena, of the Independent Grain & Lumber Co.

#### KANSAS

Bavaria, Kan.—The Farmers Co-operative Union will build a 20,000-bu. elvtr.

Luray, Kan.—The Farmers Union Elvir. Co. has sold its elvir. to M. O Mowrey.

Glen Elder, Kan.—The Kaull Milling Co. has increased its capital stock to \$200,000.

Haviland, Kan.-Henry Bryant has resigned his position with the Farmers Cooperative Co.

Greeley, Kans.—The Greeley Milling Co, has increased its capital stock from \$5,000 to \$10,000.

Topeka, Kan.—M. W. Cardwell has gone to Oakland, Cal., to take charge of the Industrial

Athol, Kan.-We have installed a new Rich ardson Scale in our elvtr.-Douglas & Rice Grain Co.

Arcadia, Kan.—The Kelso Grain Co. has bot ne elvtr. of W. D. Konantz, and will make the elvtr. some repairs.

Morland, Kan.—The Kansas Flour Mills Co. fill build an elvtr. The White Star Co. has the contract.

La Cygne, Kan.—The Blaker Lumber & Grain Co. is making improvements on and increasing the capacity of its elvtr.

Cicero, Kan.—The Sumner County Farmers Ass'n will build a steel clad elvtr. The White Star Co. will do the work.

Burlington, Kan.—The Farmers Elvtr. Co. has been organized with a capital stock of \$20,000. J. A. Mahurin will be mgr.

Hutchinson, Kan. — Heine Graves, who has been mgr. for the John Hayes Grain Co., is now mgr. for the Southwest Grain Co.

Cairo, Kan.—The Cairo Co-operative Union has let contract to the Burrell Engineering Construction Co. for a 15,000-bu. elvtr.

Greensburg, Kan.—We are trying to buy an elvtr. but failing in that we will build.—Farmers Grain & Supply Co., B. Bryan, mgr.

Herkimer, Kan.—I have not resigned as mgr. for the Herkimer Co-operative Stock & Grain Co. as erroneously reported.—Geo. Bluhm.

Leavenworth, Kan. - The Moore-Lawless

Leavenworth, Kan.—The Moore-Lawless Grain Co. may build an addition to its elvtr. to give 400,000 bus, additional storage capacity.

Chanute, Kan.—The Farmers Business Ass'n will repair and install new machinery in the elvtr. which it recently bot from Johnson & Co.

Saxman, Kan.—The Leonard Mill & Elvtr. Co. is erecting an elvtr. of 40,000 bus. capacity, using tile from the W. S. Dickey Clay Mfg. Co.

Russell, Kan.—I have been in the service with the A. E. F. and am at the old place again, taken up in 1915.—P. W. Crowe, Mgr. Farmers

Yates Center, Kan.-Miller & own the Woodson County Grain Co., are ing elvtrs, at Toronto, Buffalo, Humboldt and Piqua.

Kiowa, Kan.—Public Service Gin & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, H. G. Hancock, R. W. Vaughn and R. L.

Lane, Kan.—The Lane Co-operative Elvtr. Co. has let contract to the White Star Co. for a 15,000-bu, elvtr. to be equipped with a 25-h. p. type Y engine, a 2,000-bu. Richardson Automatic Scale, a 10-ton Fairbanks Wagon Scale, cleaner, combination sheller and boot.

Chase, Kan.—D. J. Razlaff has resigned as mgr. for the Chase Co-operative Union to accept a position with the Cherokee Fuel Co., of Kansas City. Mr. Razlaff will make his head-quarters in Hutchinson and travel in Western Kansas. He will be succeeded by G. W. Smith. The Chase Co-operative Union is building a 45,000-bu. concrete elvtr.

Vassar. Farmers Co-operative Kan.-The Elvtr. Ass'n has been incorporated with a capital stock of \$10,000, and is building a 7,000-bu.

Gypsum City, Kan,-Contract has been let by the City Mill & Elvir. Co. for the erection of an elvir. with capacity of between 75,000 and

Russell, Kan.—J. G. Meier has succeeded me as mgr. for the Shellabarger Mill & Elvtr. Co. and I am not in the grain business at present.

Beagle, Kan.-The Farmers Union will build an elvtr. Directors of the company are, Chas. Smith, Ira Sigler, Clarence Hieber, Oscar Grant

Belle Plaine, Kan.-The Belle Plaine & Grain Co. has incorporated for \$15,000 capital stock and has let contract to the White Star Co. for a new elvtr.

Junction City, Kan.—The Hogan Milling will soon start work on a new addition to mill. The Burrell Engineering & Construction has the contract.

Hutchinson, Kan.—Leonard Ayres has succeeded T. H. Graves as mgr. for the John Hayes Grain Co. Mr. Graves is now mgr. for Southwest Grain Co.

Americus, Kan.—The Farmers Elvtr. Co. has been organized with capital stock of \$15,000 and will ask for a charter of incorporation. An elvtr. will be bot or built.

Hutchinson, Kan.—The local office of the Pierson-Lathrop Grain Co, has been closed, and C. G. Smith, who was mgr., has been transferred to the Kansas City office.

White City, Kan.—J. R. and C. C. Blythe, John Tafge, Jas. Crocker, C. C. Miller and Geo. Brittain have bot the elvtr. belonging to R. M. Shepard. Mr. Miller will be mgr.

Hunnewell, Kan.—The Wellington Mill & Elvtr. Co., of Wellington, has let contract to the Burrell Engineering & Construction Co. for two 20,000-bu. concrete elvtrs., one here and one at Rome.

Wellsville, Kan.—Contract has been let by the Farmers Union for the erection of a 16,000-bu. frame iron clad elvtr. Power is to be fur-nished by electric motors, or by a gasoline or kerosene engine.

Wichita, Kan.-Grain men of Southwestern Kansas and Northern Oklahoma will be invited by the Board of Trade to attend a convention grain dealers here in June. A definite date will be set later.

Westfall (Lincoln p. o.), Kan.—U. S. Shelton has resigned as mgr. for the Farmers Grain & Supply Co. to become mgr. for the Farmers Elvtr. Co. at Minneola. I have succeeded him.—Chas. P. Nelson.

Corning, Kas.-C. A. Hilbert, E. A. Miller and other farmers have organized a corporation with a capital stock of \$15,000 and have taken over the Corning elvtr. which was formerly owned by Hilbert & Miller.

Beverly, Kan.—The Beverly Elvtr. & Feed Co. has bot the elvtr. of the Shellabarger Mill & Elvtr. Co. T. F. Webb is mgr. for the new owner, and is treas. of the company, H. E. Skinner being its pres.

Liberty, Kan.—A new grange has been organized here with a capital stock of \$10,000. Lewis Billings, Sam Nicholson, Geo. Estes and Mr. Meara were elected on the board of directors. An elvtr, will be built.

Langdon, Kan.—Harry Enns, on the reserve list of the United States Marines, is our mgr He was formerly in our office at Inman. The Langdon Co-operative Co. also operates an elvtr. here—The Enns Milling. Co.

Harper, Kan.—I have assigned part of my interest in the Harper Flour Mills Co. to B. G. Estill and the balance to other members of the corporation. Mr. Estill will succeed me as mgr. about May 1.—M. J. Shepard, mgr.

Herington, Kan.-We have installed a new motor, a cleaner, and practically all new machinery and have built additional capacity. We are planning to build a new warehouse.—Farmers Union Co-operative Mercantile Ass'n, O. S.

Bonner Springs, Kan.-Two bins of the of the Tiblow Mills collapsed April 14 and 6,000 bus. of wheat ran out into the street. It is reported that the concrete walls of the bins gave way when the new machinery which had just been installed was started. Kismet, Kan.—I was mgr. for the Kism Equity Exchange from June, 1916, to June 1917, and have been buyer for the Reno Flou Mills since Dec. 9. There are two elvtrs. here the Reno Flour Mills and the Kismet Farmer Equity Exchange.—G. A. Bayha.

Tyler, Kan.—The Farmers Elvtr. Co., C. Schulte, has increased its capital stock from \$10,000 to \$15,000 and will build an \$,000-bu elvtr. here. The White Star Co. has the contract. They have also taken over the business of the D. S. Stuckey Lumber Co. at Schulte.

Claffin, Kan.—B. B. Truitt will succeed an as mgr. here after May 1, as I am going t Wichita, where I will be connected with th Blood Pickerell Grain Co., Board of Trade, a which we are members. We will do a general brokerage business in grain products.—J. K.

Blue Mound, Kan.-The Farmers Co-operative Blue Mound, Kan.—The Farmers Co-operative Ass'n has let contract to the White Star Coffor an elvtr. to be equipped with a 20-h. p Fairbanks Engine, a 1,500-bu. Richardson Austomatic Scale, 6-ton Fairbanks Wagon Scaled steel manlift, corn cleaner, combination shelled and boot, chain drag feeder and roller mill.

Hamlin, Kan.-Our new elvtr. being built of Hamlin, Kan.—Our new elvtr. being built of the St. J. & G. I. R. R. will be equipped with a 10-ton Howe Scale, Western Gyrating Cleaner, Richardson Automatic Scale and Fairbanks Morse 10-h. p. Z type oil engine. Our officers are C. F. Sweezey, pres., Geo, Burget, vicepres., Adolph Vanal, sec'y, and E. H. W. Mayer, treas.—Hamlin Co-operative Ass'n, G. G. Blake,

#### KENTUCKY

Central City, Ky .- We will build an elvtr. soon.-Cohen Bros

Louisville, Ky.—H. Verhoeff & Co. whose elvtr. recently burned, are handling car lot business thru the Kentucky Public Elvtr. Co.

Louisville, Ky.-The Board of Trade has an-Louisville, Ky.—The Board of Trade has announced the names of the chairmen of the various com'ites for this year: R. L. Callahan, chairman of the insurance and grain com'ites, G. A. Breaux. chairman of the flour com'ite, Alfred Brandeis, head of the arbitration com'ite and E. G. Duckwall, head of the hay com'ite.

#### LOUISIANA

New Orleans, La.—We are indebted to H. S. Herring, sec'y-treas., for a copy of the thirty-sixth annual report of the New Orleans Board of Trade, containing statistics of the receipts and shipments of grain and other commodities and a list of members.

#### MARYLAND

Rising Sun, Md.—Ross Biles, senior member of Biles & Cameron, grain dealers, died recently of heart disease.

Canton (Baltimore p. o.), Md.—A fire, caused by friction in a belt shaft of Elvtr. No. 1 of the Pennsylvania R. R. Co., Mar. 26, was extinguished before much damage was done.

Baltimore, Md.—The annual auction sale grain and flour sample tables was held on the Chamber of Commerce floor Apr. 7. The first choice table No. 13 went to E. Steen & Bro. for \$17, while a later choice, No. 12, went to W. F. Pairan & Son for \$35.50. The bidding was

#### MICHIGAN

Three Rivers, Mich.—The Three Rivers Co-operative Elvtr. Ass'n will build a steel elvtr.

Johns, Mich.-The elvtr. belonging to John Hicks, which burned Apr. 4, 1918, will be rebuilt soon.

Detroit, Mich.—Jackson Bros. & Co. have established a private wire on the Board of Trade with Clay Van Keuren in charge.

Fowler, Mich.—An elvtr, will be built by the new co-operative company. The officers are, Jos. R. Schneider, pres., H. Armbrustmacher, vice-pres., and Theo. Bengal, sec'y-treas.

Blissfield, Mich.—Capt. B. T. Craig, recently returned from over sea, has been engaged as mgr. of the two elvirs, owned by the Co-operative Grain & Produce Co. Capt. Craig was formerly mgr. for the Loudonville Farmers Equity Exchange Co. at Loudonville, O.

#### MINNESOTA

St. Cloud, Minn.-The H. C. Ervin Co. will rebuild its elvtr.

Lewisville, Minn.-The C. S. Christensen Co. may install a motor.

Litchfield, Minn.-Geo. Skime is buyer for the Equity Co-operative Exchange.

Stephen, Minn.—The Farmers & Merchants Elvtr. Co. will become a co-operative company. Minneapolis, Minn.-I. A. Lovre will travel Minnesota and South Dakota for the E. Welch Co

Wabasha, Minn.—The Wabasha Roller Mills Co. will make repairs and install some new machinery in its plant.

Litchfield, Minn.-The Farmers & Merchants Co-operative Ass'n will build some corn cribs and install a cleaner.

Minneapolis, Minn.-W. H. Graves, formerly McLaughlin Elvtr. Co., is with the Getchell-Tanton Co.

Minneapolis, Minn.-J. R. Stacks, formerly McCaull-Dinsmore Co., has joined forces with Godfrey-Blanchard Co.

Hugo, Minn.-Edmond Gregoire is considering plans for an addition to his elvtr. He may also install a flour mill.

Litchfield, . Minn.—The Cargill Elvtr. Co.'s elvtr. has no cleaner at present, but one may be installed this season.

Annandale, Minn.-The Farmers Co-operative Elvtr. Co.'s elvtr. burned recently. McLane is mgr. of the plant.

Hallock, Minn.—The Farmers Elvtr. Co. has built a 20,000-bu. annex. The T. E. Ibberson Co. did the work. Ed Peterson is mgr.

Beardsley. Minn.-The capital stock of the Farmers Elvtr. Co. will be increased and a new elvtr. of 40,000 bus. capacity will be built.

Averill, Minn.—The Averill Cass County Farm-

ers Elvir. Co. has been organized with a capital stock of \$20,000. Ole M. Langseth is pres.

Minneapolis, Minn.—J. C. Atkins has applied for solicitor's license from the Chamber of for solicitor's license from the Chamber of Commerce, to represent the Atkins-Remund Co.

Duluth, Minn.—Frank Tenney, recently returned from two years of service oversea, will resume charge of the Tenney Co.'s office at

Duluth, Minn -Edward Barrows recently re turned from military service, has resumed his position as buyer for Wm. Dalrymple, on the Board of Trade.

Truman, Minn.—R. J. Jones, of Ocheyedan, Ia., will become accountant and office mgr. of the implement and lumber department of the Farmers Elvtr. Co.

Bemidji, Minn.—The Bertrami Elvtr. & Milling Co. will rebuild its elvtr. which recently burned. The company is now operating in leased warehouse room.

Duluth, Minn .- The Consolidated has let contract to the Barnett & Record Co. for a 1,250,000-bu. annex to its elvtr. H, on the Garfield Ave. Waterfront.

Wirock, Minn.-J. C. Nett has succeeded me as mgr. for the Farmers Elvtr. Co. here. I have resigned to become mgr. for the Storden Grain Co. at Storden.—H. M. VanderGraff.

Delano, Minn.-Delano Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$30,000; officers, Jas. Murphy, pres.; Chas. Sells, vicepres.; Adam Horsch, treas., and C. C. Hastings,

Oklee, Minn .-- A fire, thought to be caused by the overheating of an exhaust pipe, broke out in the elvtr. of the Hanson & Barzen Milling Co. but was extinguished before any real damage

Ruskin sta. (Faribault p. o.), Minn. — The Farmers Co-operative Co. has been organized to engage in the grain business. D. Purferst is pres.; Wm. Shepard, vice-pres., and J. Stoos, sec'y.

Duluth, Minn.—Warren G. Starkey, formerly buyer for Randall, Gee & Mitchell, on the Duluth market, was married Apr. 5 to Miss Vir-ginia May Moore. The groom will re-enter the trade here on his return from their honeymoon

Minneapolis. Minn.-The following transfers of membership in the Chamber of Comme have been made: From Z. K. Stacks to R. Dinsmore, Wm. Atkinson to G. P. Hard W. J. Bettingen to Herman W. Ladish, E. E. Strouts to Richard V. Carleson and Hans Sorenson to Harley L. Flood.

Minneapolis, Minn.-Railroad men, grain merchants, members of the State Railroad and Warehouse commission and grain inspectors held a meeting at the Chamber of Commerce recently to discuss the difficulty of dispatching cars direct to Minneapolis elvtrs, on account delays in the inspection of the grain.

Goodridge. Minn.-The Goodridge Farmers Goodridge, Minn.—The Goodridge Fariners Elvtr. & Milling Co. has been incorporated with capital stock of \$25,000. A. B. Mandt is the principal stockholder, his \$2,500 elvtr. entitling him to 125 shares. The company will erect n to 125 shares. The company will erect elvtr., using in part material obtained from elvtrs, at Wood Lake and Hanley Falls which it will wreck.

Minneapolis. Minn - The traffic representatives of the milling and grain trades of Minne apolis have organized an ass'n, to be known as the Milling & Grain Division of the Traffic Club of Minneapolis. The purpose of this Ass'n is to meet every Friday noon at the Traffic Club, to promote closer and friendly relations, to exchange practical knowledge and experience relative to transportation matters; to aid in the adjustment of traffic problems, and to conserve and protect the grain and milling interests. The officers of this Ass'n are: Otto Mortensen of the Cargill Elevator Co., president; E. C. Best of the Washburn-Crosby Co., president, and J. H. Mack of the Empire Milling Co., sec'y-treas.

St. Paul, Minn.-A bill for an act to amend sections 2330 and 2331, general statutes 1913, relating to the taxation of grain in elvtrs. and warehouses, was passed by the House Apr. bill reads as follows: Be it enacted by Legislature of the State of Minnesota: 1: Every such person, firm or corporation in lieu of all other taxes upon such grain pay thereon one-half mill per bu, upon all wheat and flax and one-quarter of one mill per upon all other grain received in or handled bu, upon all other grain received in or handled by such elvtr. or warehouse during such pre-ceding year. Sec. 2: Such tax shall be levied and paid into the treasury of the state of Min-nesota. Sec. 3: This act shall take effect and be in force from and after its passage. The new tax is exactly double the old tax.

#### MISSOURI

Bernard, Mo.—J. R. Strodes is mgr. for the Farmers Elvtr. Co.

Willard, Mo .- The Willard Farm Club is so liciting subscriptions for the building of an

Leonard, Mo.-The Farmers Elvtr. has bot the elvir. owned by Goodwin & Fletcher.

—G. L. Mayfield, mgr.

Eldorado Springs, Mo.—Besides the elvtr. which we recently bot from Cook Bros., we run a grain warehouse.—Eddleman & Cook

Eldon, Mo .- The consolidated farmers clubs have bot the Eldon Roller Mills Harvey and will organize a stock company.

St. Joseph, Mo.—The following application for transfer of membership in the Grain Exchange has been made: W. E. Rempo to F. A.

Beliflower, Mo. — A company with capital stock of \$20,000 has been organized by farmers of this community to engage in the grain

The Farmers Elvtr. erect a new 20,000-bu, concrete elvtr. The contract has been let to the Burrell Engineering &

Nelson, Mo.-The Farmers Co-operative Grain Co. has let the contract for a new 20,000-bu, concrete elytr, to the Burrell Engineering & Construction Co.

Jefferson City, Mo.-The McCullough-Morgan good roads law, which provides for 6,000 miles of graded highways in the state, was passed Apr. 10, by a vote of 125 to 4.

Sweet Springs, Mo.—Suit has been started by the Farmers Grain & Elvtr. Co. against the Missouri Pacific Ry. Co. for \$15,000 damag for the loss of its elvtr. by fire Sept. 30, 1918.

Queen City, Mo.—There will be no elvtr. built ere. Mr. John Sloop died last November and we have sold his mill and elvtr. to C. W. Star buck, who is the grain dealer.—E. C. & E. N

Salisbury. Mo .- The report that we have bot of Thos. Edwards is incorrect. Model Mill Co. and the Salisbury Milling Co. operate here besides us.—Farmers Elvtr. Co., Richard Steging, sec'y.

Jefferson City, Mo.—A bill which would give ames T. Bradshaw, state warehouse commissioner with headquarters in Kansas City, power to put on enuf employes to use up all the grain inspection fees collected by him, the legislature. The only restriction put on the expenditure of the funds is that the department must not spend more money than is collected. No limit is set to the number of employes Bradshaw could appoint. He now has about 125. Another bill concerning hay and straw inspection in which he is interested awaits final action by the senate, provides for 15 additional \$2,100 a year jobs.

#### KANSAS CITY LETTER.

Chas. S. Lee, former grain merchant, died recently. He leaves a daughter, two sons, three brothers and two sisters.

E. S. Thresher, of the Thresher-Fuller Grain Co., has been elected to membership in the Board of Trade. Transfer for membership from L. Harroun to Eugene Cox. Memberships sold recently for \$14,500.

T. K. Miller, former member of the Board of Trade, died at his home recently. Mr. Miller disposed of his interest in W. W. Miller & Son at Anthony, Kan., a year ago. He was 58 years old and leaves a wife and a son who is in the service in France.

#### ST. LOUIS LETTER.

The Grain Club held its annual outing and golf tournament at Bellerive Club Apr. 22,

Daniel W. Clifton, of the Nanson Commission Co., died at his home here, Mar. 21. He was 83 years old and had been a member of the Merchants Exchange 47 years.

The following transfers of membership in the Merchants Exchange have been made: From Wm. H. Wright to Arden L. Gray and from Edward H. Deffa to Matthew F. Morse.

Robert F. Greve, sec'y of the John Wahl Commission Co., suffered a fracture of the skull and other injuries when the automobile in which was riding was upset Apr. 9.

Wm. T. Hill, formerly pres. of the J. H. Teasdale Commission Co. and who retired from the grain business two years ago, will re-enter the trade. He has bot Teasdale, who will retire. He has bot the interest of T.

That visitors must obtain cards from members of the Merchants Exchange before they will be permitted to use the new smoking room, is the announcement made by N. L. Moffit, one of the members of the smoking room com'ite.

The De Armond Grain Co. has been incorporated to deal in grain and grain products with capital stock of \$15,000 by R. R. De Armond of St. Louis and James N. Russell and Harry P. Seward of Kansas City. Lieut, De Armond formerly represented the Russell Grain Co. here, and only recently returned from service in France, where he was awarded the croix du guerre.

#### MONTANA

Roundup, Mont.-We have no elvtr. at Gage as was erroneously reported. We are going to merge with the Montana Grain Growers.—Farmers Elvtr. Co., Olaf Jensvold, mgr.

Ryegate, Mont.-The foundation of the elvtr. of the Columbia Elvir. Co. is being reinforced. This was necessitated by the settling of the building several inches the past winter when building several inches the past winter when it was loaded to capacity. The building is new having been erected in record time and it is the ground was not sufficiently packed down

Great Falls. Mont .- It is announced that the Great Northern Railway Co. has offered a site for the new state owned elvtr. to be built here, the same to be free from all charges to the state. Adam Stimpert, author of the bill that provides for the building of the elvtr. in this city and member of the board which will manage the elvtr., has announced the railroad's

Great Falls, Mont.—The Equity Co-operative Exchange, of St. Paul, and the Montana union of the American Society of Equity have entered into a contract for the establishment of string of elvtrs. in Montana and will prob take over many of the elvtrs, now owned by farmers elvtr. Cos. The Equity Exchange, a \$10,000,000 concern, expects to build 100 elvtrs. in N. Dak. this year, in addition to the 21 built last year.

Columbus, Mont.—Our new elvtr., under construction, will adjoin our present house which we recently bot from the Columbus Elvtr. Co., and will be equipped with two dump scales, two legs for receiving and loading, a 15-h. p. motor with Morse Silent Chain and a Richardson Simplex Cleaner with No. 5 wheat and oats separator.—Columbus Farmers Elvtr. Co., S. H. Hanson, mgr.

Great Falls, Mont .- The board of managers of the proposed state owned and operated terminal elvir. organized at Helena by electing W. H. McCormick, of Flathead County, chairman, and Clark Bumgarner, of Fife, sec'y. Other members of the board are Earney Foster, Arrow Creek; F. S. Putnam, of Joliet, and Adam Stimpert Creek; P. S. Putnam, of Joliet, and Adam Stimpert Creek; P. S. Putnam, of Joliet, and Adam Stimpert Creek; P. S. Putnam, of Joliet, and Adam Stimpert Creek; P. S. Putnam, of Joliet, and Adam Stimpert Creek; P. S. Putnam, of Joliet, and Adam Stimpert Creek; P. S. Put creek; F. S. Putnam, of Johet, and Adam Stimpert, Great Falls. The members of the board will visit terminal elvtrs. at Portland, Winnipeg and Minneapolis in order to get pointers. Sites are being considered, as under the law, plans for building were to be under way within 60 days after Apr. 1. It is not that possible that the plant will be completed in time to handle the 1919 crop, but it will be well on the

#### NEBRASKA

Ravenna, Neb.—I am mgr. of the Crete Mills elvtr. here.—F. W. Scott.

Comstock, Neb.—The Farmers Elvtr. Co.'s elvtr. is now in operation.

Wilber, Neb .- The Farmers Elvtr. Co. will make some repairs on its elvtr.

Wisner, Neb.—John McTee is now mgr, for the Nye Schneider Fowler Co. here.

Lodge Pole, Neb.—Mr. Jameson Jr. is the new mgr. for the Farmers Elvtr. Co.

Dixon, Neb.—Mr. Brown has resigned as mgr. for the Atlas Elvtr. Co.—H. E. Larson.

Berks, Neb .- The Farmers Elvtr. Co. is now operating with L. F. Horstman as mgr.

Columbus, Neb.—The Columbus Roller Mills has a new Trapp Auto Truck Grain Dump.

Ithaca, Neb.—The Farmers Elvtr. Co. will install two Hall Signaling Distributors in its

Schuyler, Neb. — The Wells-Abbott-Nieman Co. has installed a Trapp Auto Truck Grain

Odell, Neb.—I have succeeded W. L. Temple as agent for the Central Granaries Co.—W. J.

West Point, Neb.—The Farmers Co-operative Co. will build a 45,000-bu. elvtr. T. J. Ryan has the contract.

York, Neb.—Having sold my grain business at Vaco, in May, 1918, I have moved to this town. Waco, in May J. A. Gilbert

Bassett, Neb.—The Bassett Farmers Co-operative Co. was recently incorporated with B. Betts as pres.

Raeville (Petersburg p. o.), Neb.—The Farmers Co-operative Exchange incorporated; capital stock, \$35,000.

Roseland, Neb.-We will build an office if the crop is good.—Roseland Grain & Supply Co., M. J. Stoetzel, mgr.

Stella, Neb.-Having just been released from the U. S. Navy, I expect to buy some elvtrs. soon.—Jesse Wright.

Schuyler, Neb. — The Wells-Abbott-Nieman Co. will erect a 100,000-bu. elvtr. The plant is to cost about \$50,000.

Humphrey, Neb.—Farmers Co-operative Grain & Lumber Co. incorporated; capital stock, \$100,-000; J. M. Veik, pres.

Holstein, Neb.—G. L. Fisher has sold his elvtr. to the Farmers Union. Walter Nelson, of Sheldon, will be mgr.

Cedar Bluffs, Neb.—Wm. Welsted has succeeded W. A. Brown as mgr. of our elvtr.—Nye Schneider Fowler Co.

Omaha, Neb.—The McCune-Moore Co. has been incorporated here to engage in the hay, grain and commission business.

Fairmont, Neb.-The farmers have organized with a capital stock of \$25,000 and have bot the elvtr. of the Fairmont Grain Co.

Humphrey, Neb.—We have reorganized and will handle lumber, coal and supplies.—Farmers Co-operative Grain & Lumber Co.

Minatare, Neb.—We have made no change in mgrs. as was erroneously reported.—Farmers Union Co-operative Mercantile Co.

Genoa, Neb. — The Farmers Co-operative Grain & Milling Co. has let contract to W. C. Bailey for a 20,000-bu. cribbed elvtr.

Howells, Neb .- The Farmers Lbr. Co. has been organized with Henry Burenheide as pres., and Emil E. Brodeckey, sec'y.

Nelson, Neb.—The old elvtr. of the Jensen & Sons Milling & Grain Co. is being wrecked and a new structure will be erected on the ground.

Colon, Neb .- Work will soon start on the new elvtr. of the Nye Schneider Fowler Co., which will replace the one recently destroyed by fire.

Beatrice, Neb.—The Beatrice Farmers Union Elvtr. Co. will build a tile structure of 30,000 to 50,000 bus. capacity equipped with the latest machinery.

Holdrege, Neb.—We have sold our old elvtr. to Wm. Bruce and have let the contract for our new 30,000-bu, concrete elvtr.—Holdrege Equity Exchange.

Bladen, Neb.—G. W. Munson, who was to have become mgr. for the elvtr. owned by Farmers Co-operative Elvtr. & Supply Co., died here the first of the month.

Dakota City, Neb.—Farmers Grain & Supply Co. incorporated; capital stock, \$30,000; officers, Wm. Berger, pres., Elmer Blerman, sec'y.—C. R. Young, county agent.

Lincoln, Neb.—The Gooch Milling & Elvtr. Co. has let contract to W. C. Bailey for the installation of an 11B Monitor Cleaner, Hall Distributor and making some repairs.

Maskell, Neb.—The Farmers Elvtr. Co. has been formed here. The directors are, Hans Rasmussen, Morris Blatchford, A. R. Olson, Edward Olson and Cornelius Colbensen.

Aurora, Neb.—Ross Goethe has resigned as mgr. for the Farmers Elvtr. Co. to accept a position with the Farmers Union, at Bradshaw. He will be succeeded by Albert B. Johnson.

Blue Springs, Neb.—The Blue Springs Farmers Elvtr. Co. has voted to dissolve the company with a view of reorganizing and securing a site on the Burlington tracks for an elvtr.

Funk, Neb.—The Funk Grain & Elvtr. Co. has been incorporated. P. C. Funk, pres., and H. H. Funk, sec'y. I am mgr. The elvtr. of the J. W. Anderson is closed at present.—Lars Paul-

Hardy, Neb.—The Farmers Union Elvtr. Ass'n has let contract to the Younglove Construction Co. for a 20,000-bu, reinforced concrete elvtr. Roy Pecht is mgr. for the Com-

Dixon, Neb.—The officers of the Farmers Union Elvtr. Co. are: S. J. Welburn, pres., Jno. J. Manz, sec'y, and Chas S. Wilson, treas. We will build a 450-ton coal house and will install automatic and truck scales and rebuild office.-H. E. Larson, mgr.

Moorefield, Neb.—A. J. Swanson has succeeded James Pearson as mgr. for the Farmers Elvtr. Co. Mr. Pearson, who is greatly esteemed in this community and is the postmaster is handling live stock, some farm machinery and selling out mill feed and oats.

Lexington, Neb .- The Lexington Mill & Elvtr. Co., the Western Grain Co. and the Platte Grain Co. have consolidated and will own and Grain Co. have consolidated and will own and control the mill and elvtr. here and the tributary elvtrs. at Willow, Sutherland, Chappell, Arnold, Stapleton, McGrew, Sedgwick, Pine Bluffs, Wyo., and Hillsdale, Wyo. Officers of the new company are: A. C. Leflang, pres., J. E. Jacobson, treas., and D. P. Rankin, sec'y.

#### **NEW ENGLAND**

Springfield, Mass.—Fuller & Lavertue will tear down their elvtr.

Dorchester, Mass.—A. S. Hubbard, of the J. E. Robinson Co. grain merchants, died Apr. 17. He was 74 years old.

Leominster, Mass.—The Cushing Grain Co. has offered \$5 to the member of the 1919 Pig Club who raises the largest porker.

Boston, Mass.—Corporal John J. King, mem-per of the Eugene McDonald Co. and of the Board of Trade, is home after a year's service

Cambridge, Mass.—I have been connected with the grain business eight years and am now running it under the name of the Commercial Grain Co.—Geo. Garedeky, mgr.

Westerly, R. I.—Altho C. W. Campbell has not been connected with this company for two years, the corporation name remains the same as formerly.—The C. W. Campbell Co.

Hartford, Conn.-The newly organized C. Northam Grain Co. is doing business. C. Northam, superintendent, was for 13 years w. Smith, Northam & Co. and Meech-North Grain Co.

Boston, Mass.-Judge Fox, of the Super-Court, set aside the injunction proceedings by Albert K. Tapper and others against the Chamber of Commerce to restrain them from converting certificates of membership in

#### **NEW YORK**

Albany, N. Y.—The Governor has signed that for the appropriation of \$1,000,000 for the signed of the construction of a grain elvtr. at Gowanus Bi. barge canal terminal.

Buffalo, N. Y .- At the annual meeting of t Corn Exchange, Apr. 13, the following officers were elected: Dudley M. Irwin, pres., A. Black, vice-pres., W. J. Heinold, treas., and Fred E. Pond, sec'y.

#### NORTH DAKOTA

Fessenden, N. D.-The Farmers Co-operation Exchange will build an elvtr. Overly, N. D .- The Woodworth Elvtr. Con

elvtr. was destroyed by fire recently

St. Thomas, N. D.-Will put in new belting and improve engine.-James Whelan.

Hillsboro, N. D.-L. F. Shoemaker i mgr. St. Anthony & Dakota Elvtr. Co. Dogden, N. D.—The Dogden Farmers Elyt & Implement Co. is being organized here.

Auburn, N. D.—A. Stavert has succeeded A. C. Anderson as mgr. for the Monarch Elyt

Wyndmere, N. D.—The Wyndmere Equit Elvtr. Co.'s elvtr. will be replaced with a net house.

Balfour, N. D.—E. W. Meinhardt died of thinfluenza. Mrs. Meinhardt will sell their 30,000 bu. elvtr.

Bremen, N. D.—The Bremen Equity Exchange is rebuilding the parts of its elvtr. which recently burred.

Valley City, N. D .- The Equity Co-operative Echange will build or buy an elvtr. Peter Ar derson is sec'y,

Arnegard, N. D.—We will build an additict for flour and storage and install new machinery.—Farmers Elvtr. Co.

Verona, N. D.—G. J. Nystul has resigned as mgr. for the Farmers Elvtr. Co. and has beed succeeded by Jas. Gaughan.

Browns Siding, N. D. (Not a p. o.)—The Equity Co-operative Exchange has been formed here to build or buy a grain elvtr.

Anselm, N. D.—We will install a new enging Our officers are, Fred C. Ware, pres.; O. I Olson, treas., and H. A. Heiden, mgr.

Mott, N. D.—Peter Rasmussen has resigned as mgr. for the Equity Milling & Power Columbiand will establish a business for himself.

Hunter, N. D.—The Equity Co-operative Elvtr. Co. will wreck its annex and rebuild the main house.—Cargill Elvtr. Co., C. A. Tubbs

Cathay, N. D.—The Farmers Elvtr. Co. wil. build an elvtr. equipped with 29 bins, 5 legs and a 25-h.p. Y engine. The T. E. Ibberson Co. has the contract.

Elliott, N. D.—C. L. Packard is mgr. for the Farmers Eivtr. Co.'s elvtr. just completed by the T. E. Ibberson Co. The elvtr. has 12 legs and 9 cleaners.

Noonan, N. D.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for a 55,000-bu. elvtr., 28 bins, 5 legs, 5 cleaners and power and heating plant.

Litchville, N. D.—The Duncan Elvtr. Co. is building added storage, new driveway and adding other equipment to its plant. The T. E. Ibberson Co. will do the work.

Ayr, N. D.—We will install 2 new engines, 20 and 15-h.p., 2 legs, 2 scales, weighing out, distributors, cleaners and other up-to-date machinery.—Ayr Farmers Co-operative Co.

Wyndmere, N. D.-The Farmers Equity Elvtr. Co. is building a new elvtr. The house, which is being built by the T. E. Ibberson Co., will contain 22 bins, 3 legs, 3 cleaners, automatic scale, auto truck dump, large office, two 15-h.p. gas engines, Ibberson Electric Bin Alarm and double distributor.

Hickson, N. D.—We will do some repair work on our elvtr. The Great Western Grain Co. is using the Baldwin Elvtr. since their elvtr. burned down.—Equity Elvtr. & Grain Co.

Adams, N. D.—L. C. Thompson has resigned as mgr. for the Farmers Elvtr. Co. and will be succeeded by L. M. Flugequam. We will do some repairing on our elvtr.—Adams Grain Co.

Blanchard, N. D.—The Equity Co-operative Exchange will make some improvements on its elvtr., including a concrete foundation, new cleaner, new engine, new driveway, and manlift.—Richard Hoffland.

Averill, N. D.—Averill Farmers Elvtr. Co. incorporated; capital stock, \$10,000; officers, Ole M. Langseth, pres., Knute Sunde, vicepres., Nels J. Larsen, sec'y and Martin W. Wold, treas. A 25,000 or 30,000-bu. elvtr. will be built.

Carson, N. D.—The McCaull-Dinsmore Co. owns the Carson Roller Mill, which is now being operated by J. F. Carter. The plant was never operated by McCaull-Dinsmore Co., nor has that company operated an elvtr. here.—R. H. Leavitt.

Bloom (Jamestown p. o.), N. D.—Burglars entered the office of the Bloom Farmers Elvtr. Co.'s elvtr. on the night of Apr. 9 and escaped with \$5 and two automobile tires. They failed in their attempt to break into the safe which contained \$40 or \$50.

Drayton, N. D.—The Drayton Farmers Elvtr. Co. has completed the repairs and the installation of new machinery. The Andrews Grain Co. is repairing its office and engine room, puting in a new foundation and enlarging the office.—N. R. Tacklind.

Cleveland, N. D.—Work has been started on the 60,000-bu. elvtr. which the T. E. Ibberson Co. is building for the Farmers Elvtr. Co. R. J. Cooper is mgr. of this company. The elvtr. will have 28 hoppered bins of 60,000 bus. capacity, hopper and automatic scales and two engines.

#### OHIO

Mercer, O.—We are not in the grain business at present.—J. I. Dysert.

Rising Sun, O.—C. A. Kuerth is now mgr. for the Farmers Commercial Grain Co.

Columbus, O.—We have completed new offices at our mill and elvtr.—Capitol Milling Co.

Huron. O.—We have sold our elvtr. to a farmers elvtr. company.—W. J. Stryker & Son. Somerville, O.—I have just returned home after spending the winter in Florida.—G. H. Oren.

Lafayette, O.—The Lafayette Co-operative Co. has been formed with a capital stock of \$25,000.

Cleveland, O.—A fire in the hay storage shed of the Union Elvtr. Co., Mar. 29, endangered the elvtr.

Rawson, O.—The Rawson Co-operative Elvtr. Co. has been formed here. E. W. Burkett is temporary sec'y.

Bloomville, O.—The Central Eric Supply & Elvtr. Co. will increase its capital stock from \$15,000 to \$30,000.

Fostoria, O. —The Fostoria Farmers Exchange Co. will install a Hall Signaling Non-mixing Distributor in its elvtr.

Westville, O.—The farmers have formed an organization and will probably buy the elvtr. belonging to W. H. Gordon.

North Fairfield, O.—The North Fairfield Farmers Elvtr. Co. has been organized here.— Finlay Hester, pres. Firelands Elvtr. Co.

The 40th annual meeting of the Ohio Grain Dealers' Ass'n will be held at Cleveland, O., Wednesday and Thursday, June 18 and 19.

Hebron, O.—The new elvtr. of C. A. Pence will be equipped with two Hall Signaling Grain Distributors and an Ear Corn Attachment.

Canal Winchester, O.—I have bot the Winchester Milling Co.'s plant at Canal Winchester.—Howard L. Hickman, New Plymouth, O.

Toledo, O.—W. A. Spera, who had been a grain inspector for the Produce Exchange for 32 years, died April 19 at the age of 62 years.

Norwalk, O.—The Firelands Elvtr. Co. has let contract to Ballinger & McAllister for a 20,000bu. concrete elvtr. and a grain dryer building.

Warsaw, O.—We have sold our elvtr. and are moving to Killbuck, Ohio, where I have let contracts for the erection of a warehouse and elvtr.—Chas. Elliot.

Nova, O.—The Nova Co-operative Co., recently incorporated with a capital stock of \$20,000, has bot our elvtr.—E. E. Miller & Co.

Hartland, O.—Our company, newly organized, has bot the elvtr. of Mead & Woodward.—The Hartland Farmers Exchange Co., W. H. Darling, sec'y.

St. James, O.—We will build a 15,000 or 20,-000-bu, elvtr. this spring. R. F. Braden is pres., E. S. Kennedy sec'y, and F. Croley, mgr.—St. James Equity Exchange.

Hicksville, O.—Earl C. Bear, who recently sold his elvtr. here, is spending a few weeks in Battle Creek, Mich., for the benefit of his health. He is reported doing well.

Ashley, O.—The Co-operative Mill & Elvtr. Co. has bot the business of Ed Barber and will take possession June 1. The company will build a large mill and elvtr.

Cincinnati, O.—Cincinnati Elvtr. & Grain Co. incorporated; capital stock, \$20,000; incorporators, R. J. Prentice, J. S. Hermann, A. V. Kane, B. Wolfstein and J. M. Walker,

Cincinnati, O.—Alfred Gowling, former vicepres. of the Exchange and director of the Chamber of Commerce, has been nominated for the office of mayor of Newport, Ky.

Green Creek (Fremont p. o.) O.—John Welch is mgr. for the Green Creek Elvtr. Co., which bot Geo. Sommers' elvtr.—C. J. Stierwalt, mgr. Peoples Elvtr. & Supply Co., Fremont.

Avery, O.—R. Turner & Son have sold their elvtr. here and the one at Kimball to the Avery Elvtr. & Grain Co. B. F. Turner is mgr. They have also taken over an elvtr. at Huron.

Sullivan, O.—We will install a cleaner, elvtr. leg, conveyor and automatic scale and make other needed repairs.—The Sullivan Farmers Co-operative Exchange, C. H. Rogers, mgr.

Delphos, O.—Samuel H. Hessian, who owns the Middlepoint Hay & Grain Co., has bot the Geo. F. Lang Milling Co.'s elvtr. at Delphos, and will operate it and also continue his business at Middlepoint.

Selma, O.—L. C. Titus, of West Mansfield, has bot the elvtr. belonging to Reece Calvert and Chas. Kissell, of South Solon, will be mgr. Mr. Calvert is going out of business on account of his health.

Urbana, O.—Harry Hayes has sold his half interest in the T. G. Powers & Co. grain and elvtr. business to his partner, Mr. Powers, who will continue to conduct the business. Mr. Hayes will remain with the concern.

Lima, O.—We are contemplating buying a mill that will crack corn fine enough for chick feed and coarse enough for scratch feed and will also crack wheat and kafir corn fine enough for chick feed.—Hyman & Ackerman.

Sugar Ridge, O.—The Sugar Ridge Grain Co. has its headquarters and address at this place, altho the sec'y, A. W. Russell, conducts his correspondence from Bowling Green. It also conducts elvtrs. at Dowling and Dunbridge.

Eaton, O.—We have reorganized with a capital stock of \$100,000 and have let contract to Ballinger & McAllister for a 10,000-bu. cylindrical concrete elvtr. to be built at Witts, Ind.—The Buckeye Elvtr. & Grain Co., formerly Price Grain Co.

Prentiss, O.—The Gallup Co-operative Grain Co. of Hamler, O., has bot the elvtr. here owned by C. A. Heigel & Son of Leipsic, O. After May 1, the name will be Gallup-Prentiss Co-operative Grain Co. G. S. Towney is pres. and E. O. Packard, sec'y and treas. I am mgr.—M. Hayes.

Morral, O.—We will rebuild our elvtr. which recently burned. The fire was caused by a hot box in the top of the elvtr. About 37,087 bus. of oats, 600 bus. of corn and some barley was burned. The loss was about \$40,000, mostly covered by insurance.—Morral Lumber & Elvtr. Co.

Rochester, O.—We have bot the elvtr. of the Rochester Elvtr. Co.; will do a co-operative business. Our officers are, G. F. Bursley, pres.; W. B. Lee, sec'y.; Frank Rowland, treas., and Wm. Guscott, mgr.—Rochester Farmers Elvtr. Co., W. B. Lee, sec'y.

Shinrock, O.—The Shinrock Elvtr. & Supply Co. will operate the elvtrs. here and at Ceylon on the co-operative plan. C. C. Smith, former owner of the elvtr. here, will retire from the grain business and the Berlin Heights Grain & Fuel Co., which owned the house at Ceylon, will devote its time to the feed, mill and coal business at Berlin Heights.

Cincinnati, O.—The Court of Appeals has dismissed the appeal of the Felss Flour Milling Co., asking to have set aside the action of the Grain and Hay Exchange in suspending Theobald Felss from membership. The right of the Exchange to try and to suspend any of its members upon proof of misconduct was thereby upheld.

Weyer sta. (Sandusky p. o.) O.—Weyer Elvtr. & Supply Co. incorporated; capital stock, \$15,-000; incorporators, David J. Hacker, Otto A. Kronier, Henry W. Wallrabenstein, Jesse Hummel and John M. Gallagher. The company will take over the elvtr. formerly owned by E. M. Weyer, and will do some repairing and install some new machinery.

Lima, O.—C. A. and J. K. Pollock have returned from service and resumed their positions in the office of the Pollock Grain Co. After May 1 the Pollocks will be at home at 523 W. High street, where H. G. Pollock has just completed a modern residence and will be permanently located.

#### OKLAHOMA

Imo (Enid p. o.), Okla.—R. H. Bennett will build an elvtr. here.

Dilworth, Okla.—Work has commenced on the Dilworth Elvtr. Co.'s new elvtr.

Burlington, Okla.—We have had our elvtr. here repaired.—Randels & Grubb.

Komalty, Okla.—The Hobart Mill & Elvtr. Co. has bot the R. H. Drennan Grain Co.'s elvtr.

Sulphur, Okla.—J. H. Aven, of Ada, has bot the business and elvtr. of the Sulphur Milling Co.

Mangum, Okla.—The Farmers Co-operative Elvtr. Co. is considering building a 15,000-bu. elvtr.

Gibbon, Okla.—The Red Star Mill is remodeling its elvtr. The White Star Co, is doing the work.

Ingersoll, Okla.—We are building a new elvtr. and have no mgr. at this time.—Ralph Hadwiger.

Bessie, Okla.—W. C. McDonald, of Taloga, has started a new flour mill here for the Gerlach Mill & Elvtr. Co.

Tulsa, Okla.—The Dewey Grain & Milling Co., of Dewey, has opened a branch office here with J. W. Alexander as mgr.

J. W. Alexander as mgr.
Okeene, Okla.—The Choctaw Grain Co., of
Oklahoma City, is building an elvtr. here. The
White Star Co. is doing the work.

Oklahoma City, Okla.—We are building a brick warehouse to be used for the storage of flour and feed.—Acme Milling Co.

Kiowa, Okla.—The Public Service Gin & Elvtr. Co. is building an elvtr. and warehouse. The White Star Co. has the contract.

Burlington, Okla.—I am mgr. for the Kansas

Flour Mills Co. Sam Schupbach is mgr. for the Burlington Grain Co.—G. W. Lousignout.

Burbark, Okla. B. F. Baulston is mgr. for

Burbank, Okla.—R. F. Raulston is mgr. for the elvtr. owned by W. T. Conklin, of Kaw. This is the only elvtr. here at present.—X.

Binger, Okla.—A new 30-h. p. engine will be installed in the Binger Elvtr. Co.'s elvtr. which we have leased.—Wilson & Co., Chas. Wilson, mgr.

Hitchcock, Okla.—Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, D. A. Drake, M. Musselman and John W. Oewen.

Blackwell, Okla.—The Blackwell Milling & Elvtr. Co. is building an addition to the mill office and rebuilding its elvtrs. at Clyde and Okeene.

Burts Spur (Frederick p. o.) Okla.—We will build a grain elvtr, here this season and may erect two or three more near here.—E. O. Billingslea Grain Co.

Custer City, Okla.—Lightning recently struck the elvtr. of T. P. Jordan, completely destroying the engine room and damaging the engine and main building.

Enid, Okla.—J. P. Chapman is mgr. for the Sweepstakes Mill Co., formerly known as the Oklahoma Flour Mills Co., under the management of B. G. Estill.

Mountain View, Okla.—I bot the interest of F. E. Loomis in the Farmers Mill & Grain Co.'s elvtr. and have been in charge since the first of the year. The house will be improved with a new engine and a corn mill.—P. N. Kroeker, general mgr.

Strang, Okla.—P. Carlton has sold his interest in the Cherokee Grain & Merc. Co. Cyrus Bell, W. B. Bryant and B. E. Lewis are now principal stockholders.

Billings, Okla.—Kenneth Parlour, formerly with us at Marshall, will be mgr. for the Billings Grain & Supply Co., who recently bot our elvtr. here. We will do some repair work on our elvtrs. at Marshall and Douglass.—Pearson & Hayton, Marshall, Okla.

Drummond, Okla.—The Enid Mill & Elvtr. Co. is remodeling its elvtr. to add 10,000 bus. capacity. S. Wires, formerly agent for this company, died recently, in Florida. The Blackwell Mill & Elvtr. Co. has remodeled its elvtr. at this place.—Drummond Elvtr. Co.

#### OREGON

Baker, Ore.—We are putting in a roller feed mill and cleaning plant.—O'Bryant Grain Co. Portland, Ore.—The Portland Flouring Mills Co, will build additional grain storage bins to its plant.

Athena, Ore.—Farmers Grain Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, F. A. Berlin, A. R. Coppock, Cass Cannon, M. Melville and John and Wm. Read.

Portland, Ore.—The Northern Grain & Warehouse Co., of this city, and Strauss & Co., of London, Eng., have consolidated their Atlantic and Gulf business under the name of E. A. Strauss & Co., Inc. The officers of the new corporation are: E. A. Strauss, London, chairman board of directors, A. Cohn, Portland, pres., J. P. Livingston, San Francisco, first vice-pres., S. K. Thorpe, London, second vice-pres., and A. H. Hurst, N. Y., general mgr.

#### PENNSYLVANIA

Chambersburg, Pa.—Robert and Paul Walker have taken over the elvtr. owned by their father, Geo. Walker, at the Western Maryland station and will conduct the business under the name of Walker Bros.

Pittsburgh, Pa.—Our feed and grain warehouse burned recently. The loss on the building was about \$20,000 and on the grain and hay was \$25,000. We are rebuilding the warehouse as before. The loss was covered by insurance. —Robert Martin.

Pittsburgh, Pa.—A new tariff of rates and rules to govern the service given by the grain elvtrs. of this city, was filed by the Iron City Grain Elvtr. Co. with the Public Service Commission at Harrisburg. The new tariff provides for a weighing charge of ½c per bu. for all grain unloaded for storage.

#### PHILADELPHIA LETTER.

The grain com'ite and board of directors of the Commercial Exchange have recommended that a uniform contract be used in all transactions in the buying and selling of cash grains, whether between members or between members and non-members.

A resolution has been adopted in the Commercial Exchange asking the Grain Corporation that all applications for permits to export grain and flour, which are filed in this city, be acted upon here rather than in New York, as they are now, thus eliminating considerable delay.

Samuel J. Clevenger, for 45 years a member of the Commercial Exchange, died Apr. 10, of pneumonia, at his home at Cynwyd. He was born in Burlington, N. J., Jan. 11, 1849, and entered the grain business early in his life as partner in Burk & Clevenger. He is survived by three sons, Arthur H., Herbert L. and Samuel J. Clevenger.

#### SOUTH DAKOTA

Spencer, S. D.—An elvtr. is to be built by J. E. Ryan.

Hurley, S. D.—Ernest Lange is mgr. for the Farmers Co-operative Elvtr. Co.

Beresford, S. D.—The firm of Morrill-Robertson Co. has discontinued business.

Alpena, S. D.—The Alpena Farmers Elvtr. Co. has bot a Hall Signaling Distributor.

Parkston, S. D.—The Farmers Elvtr. Co. will install a Hall Signaling Distributor in its elvtr.

Amherst, S. D.—The Farmers Co-operative Grain Co. will tear down its old elvtr. and build a new house.

Dimock, S. D.—The Farmers Co-operative Elvtr. Co. will equip its elvtr. with two Hall Signaling Distributors.

Henry, S. D.—The Van Dusen Elvtr. Co. is installing truck scales. The T. E. Ibberson Co. is doing the work.

Zeil, S. D.—The Van Dusen Elvtr. Co. will make some repairs on its plant. The T. E. Ibberson Co. will do the work.

James, S. D.—The Farmers Elvtr. Co. is making some changes in its plant. The T. E. Ibberson Co. is doing the work.

Hartford, S. D.—Bryan Henjum will succeed his father, the late I. S. Henjum, as mgr. for the Farmers Co-operative Elvtr. Co.

Lebanon, S. D.—The Van Dusen Elvtr. Co. will make some improvements in its elvtr. The T. E. Ibberson Co. will do the work.

Veblen, S. D.—The Farmers Co-operative Co. incorporated; capital stock, \$100,000; incorporators, J. P. Isben, Alo Monk and J. S. Jenson.

Hecla, S. D.—The Farmers Elvtr. Co. has just added a car puller to its elvtr. recently, built by the T. E. Ibberson Co. Chas. Estes is mgr.

Clark, S. D.—The Van Dusen Elvtr. Co. is putting in new equipment and foundation to its plant. The T. E. Ibberson Co. is doing the work.

Yankton, S. D.—Gust Luken, formerly mgr. for the Farmers Elvtr. Co. of Granville, Ia., is now mgr. for the Farmers Union Co-operative Elvtr. Co.

Vermilion, S. D.—We have put in two electric motors, one new leg and belt, and a 10-ton scale.—Farmers Co-operative Co., O. L. Swenson, mgr.

Sioux Falls, S. D.—J. P. Hessburg, who has been with the Armour Grain Co. in Minneapolis, has been given charge of the company's office here.

Ferney, S. D.—Ben Mostrum will leave the employ of the Ferney Farmers Elvtr. Co. T. E. Ibberson Co. has been given a contract for improvements in the plant.

Ferney, S. D.—The Van Dusen Elvtr. Co. is remodeling its plant and installing new equipment and new foundation. The T. E. Ibberson Co. is doing the work.

Raymond, S. D.—The Van Dusen Elvtr. Co. will install an auto truck dump, new transmission machinery and build a new office. The T. E. Ibberson Co. has the contract.

Bristol, S. P.—Ole Sjurson has let contract to the T. E. Ibberson Co. for a 30,000-bu., 19-bin elvtr., to be equipped with 2 legs, cleaners and both gas and electric motors.

Montrose, S. D.—Co-operative Grain & Lumber Co. incorporated; capital stock, \$100,000; officers, Edward Colleran, pres.; L. M. Hetland, vice-pres., and A. P. Eno, sec'y-treas.

Hetland, S. D.—We will probably not rebuild our elvtr. which recently burned. We bot the Van Dusen house last June. Most of the loss was covered by insurance.—Bunday & Stangland

Dell Rapids, S. D.—C. A. Williams will succeed W. M. Lukin as mgr. for the Farmers Grain Co. Mr. Lukin resigned to take up farm work. The company has just completed a new office.

Greton, S. D.—The Farmers Elvtr. Co. is making improvements in its plant. A new driveway, receiving scales and other new equipment will be installed by the T. E. Ibberson Co.

Parkston, S. D.—The South Dakota Grain Co., which owns a line of clytrs, in this state, will move its headquarters to Sioux City, Ia. The company holds memberships in the Sioux City Board of Trade.

Sheffield, S. D.—The Van Dusen Elvtr. Co. has let contract to the T. E. Ibberson Co. for a 30,006-bu., 12-bin elvtr. It will have hoppered bins, a slab foundation, large legs and a Fairbanks Type Z Engine.

Claremont, S. D.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for a 55,000-bu., 30-bin elvtr. to contain 4 legs and a number of cleaners. The company originally intended to only make some repairs.

Stratford, S. D.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for a 50,000-bu. elvtr. to be equipped with four legs, 28 bins, a number of cleaners, a 25 h.p. type Z engine, slab foundation and large office.

Arlington, S. D.—Edward Rogholt, former mgr. for Geo. P. Sexauer & Son, is now ma for the Co-operative Elvtr. Co. at Lake Prestor

White Lake, S. D.—We have let contract L. D. Wait for a 30,000-bu. elvtr., to be equippy with two Fairbanks Engines, two legs, cleane automatic scale, a ten-ton track scale, will dump and a car puller.—White Lake Millin Co., Ralph Homcoms, sec'y.

#### SOUTHEAST

Eufaula, Ala.—The Eufaula Mill & Elvtr. (has completed its 50,000-bu. concrete elvtr.

Wheeling, W. Va.—The Wheeling Mill Grain Co. has given J. S. Miller the contrafor remodeling its plant.

Bacon (Goggansville p. o.), Ga.—The Moders Flour Mills Co. has let contract to the Work Co. for the equipment of an 85,000-bu. grass elvtr. E. T. Flanders is mgr.

Columbia, S. C.—The Marshall-Summer Seed & Grain Co. is being formed. Fred I Marshall is pres. and A. C. Summers, second treas.

New Berne, N. C.—A charter has been issued for C. L. Spencer & Son, Inc., \$50,000 capital stock, to deal in hay, grain and feed. The new company will succeed C. T. Spencer.

Decatur, Ala.—The Lyle-Taylor Grain Co of Huntsville, Ala., has bot the Brandon Mill Elvtr. Co.'s elvtr. A new dock and track to the river will be built and other improvements madd

Goldsboro, N. C.—We will replace our plant which recently burned, with a corn meal plan equipped with special machinery for bandling corn in husk.—Goldsboro Milling & Grain Storage Co.

Bluefield, W. Va.—Ray A. Frame, formerivice-pres. and mgr., and J. M. Frame, press of Rector Barham & Taylor, have gone into the general brokerage business as Frame Bros & Co. and Elmo A. Turner is now vice-present mgr.

#### TENNESSEE

Nashville, Tenn.—Jas. A. Daugherty has sold his interest in the Daugherty-Vincent Grain Co. and resigned as pres. He will in the future devote his entire time to the grain, flow and feed brokerage business. Mr. Daugherts has been an active war worker.

Memphis, Tenn.—The Merchants Exchange has adopted the plugging system for the inspection of hay, to become effective May 1 At present only hay arriving over the Frisce Lines will be plug inspected, as facilities have not been provided by other roads.

#### TEXAS

Prosper, Tex.—The Chapman Elvtr. burned Apr. 15.

Littlefield, Tex.—The H. G. Tolbert Graim Co. has filed a certificate of dissolution.

Coleman, Tex.—We have no elvtr. butthandle grain both wholesale and retail.—Wilson Grain Co.

Sherman, Tex.—We are remodeling a part of our old mill building into a warehouse.— G. B. R. Smith Milling Co.

Waxahachie, Tex.—The Modern Milling & Mfg.: Co. will install a Midget Marvel Mill, and will operate its plant on the new crop.

Sweet Water, Tex.—J. R. Ballard, of Royse City and J. F. Anson, of Abilene are planning on building an elvtr. and flour mill here.

Houston, Tex.—Waldeman-Ross Grain Co. incorporated; capital stock, \$150,000; incorporators, M. Waldeman, H. G. Camp and B. C. Rossi

Corsicana, Tex.—The Corsicana Roller Mills has changed its name to the Corsicana Mill & Grain Co. and has increased its capital stock from \$10,000 to \$30,000.

Brownsville, Tex.—The Champion Grain Co. will increase its capital stock from \$10,000 to \$25,000 and will change its name to the Champion Wholesale Grocery Co.

Vernon, Tex.—The Kell Milling Co. has bot a 12,000-bu. elvtr. at Davidson, Okla., and has also acquired elvtrs. at Tolbert, Medicine Mounds, Evans Switch, Washburn and Chillicothe, Tex., the last of which will be improved, The company is planning to build two new elvtrs., one of which will be located at Kirkland, Texas.

Fort Worth, Tex.—At a meeting of the executive com'ite of the ass'n, Apr. 26, the question of a date and meeting place for the convention of the Texas Grain Dealers Ass'n will be considered.

Niles (Ft. Worth p. o.) Tex.—Our capital stock was increased to \$25,000 to take care of the new 100,000-bu. elvtr. just completed. Our headquarters has been moved to this city.—Niles Public Elvtr. & Commission Co.

Fort Worth, Tex.—The Walker Grain Co.'s writ of error has been dismissed by the Commission of Appeals of Texas, and the decision of the Court of Civil Appeals of Texas in favor of the Fort Worth Grain & Elevator Co. still stands.

#### HATU

Ogden, Utah.—The Albers Bros. Co. will build a large warehouse near its mill and will also build additional storage for grain in the near future

Lampo (Blue Creek p. o.), Utah.—The Holley Milling Co., of Ogden, may build an elvtr. here. The Interocean Elvtr Co., of Salt Lake, has bot the elvtr. of the Maney Export Co.—J. S. Hansen.

Ogden, Utah.—The Ogden Grain Exchange has been incorporated and will maintain a board of trade. The officers and directors are: Pres., G. B. Flack; vice-pres., U. G. Holley; sec'y and treas., John L. Taylor; directors, H. L. Holley, C. J. Doon, J. H. Hollister, and W. C. Nutall. All are representatives of the grain companies of the city.

#### WASHINGTON

Seattle, Wash.—H. F. Ostrander has taken over the 32,000-bu. elvtr. of C. P. Coles & Co., Ltd.

Molson, Wash.—The Tonasket Warehouse & Milling Co. of Tonasket, has bot the elvtr. belonging to C. B. Sanger.

Kennewick, Wash.—The Kennewick Grain & Milling Co., owned by H. J. Snively, has sold its mill company to the Pasco Flour Mills Co., of Pasco.

Toppenish, Wash.—The Galbraith-Bacon Co.'s warehouse and office burned Apr. 2. The damage was about \$30,000 and the insurance \$7,000. At the time of the fire the warehouse contained 400 tons of hay and baled straw.

#### WISCONSIN

Durand, Wis.—Lee Lieffing has bot the elvtr. belonging to John J. Black.

Beaver Dam, Wis.—J. C. Williams has sold his elvtr. to Bert Williams, who is operating it.

Adams, Wis.—We will make some improvements on our elvtr.—Adams County Produce Co., E. O. Prochaska, mgr.

Manitowoc, Wis.—Wm. Rahr, ex-mayor and member of the Wm. Rahr's Sons Co., died Apr. 8. He was 64 years old.

Alverno, Wis.—The Alverno Equity Society, a branch of the A. S. of E., has let contract for an elvtr. and produce warehouse.

Withee, Wis.—The American Co-operative Ass'n has installed a grist mill and elvtr. A like business has been installed for the ass'n at Granton and Loyal.

Sheboygan, Wis.—The safe in our new plant was blown up by burglars on the night of Apr. 11 but they were frightened away before they secured any money.—Arndt Bros.

Watertown, Wis.—The Globe Milling Co. contemplates the erection of a flour warehouse of frame construction with brick veneer in connection with its elvtr. and mill at a cost of \$10.000

Monroe, Wis.—The elvtr. and mill of the Monroe Model Mill has been bot by T. R. Evanson from the former owner, Wm. Priewe. The business will be conducted by Mr. Evanson as the Monroe Roller Mills.

#### MILWAUKEE LETTER.

Thomas Sampson, barley expert and grain man, is now with the Moering Grain Co.

Guy Blanchard has charge of the local office of the Godfrey-Blanchard Co., of Minneapolis. Other members of the new firm are L. D. and R. J. Godfrey.

The Chamber of Commerce has elected the following officers: H. M. Stratton, pres., H. H. Peterson, vice-pres., A. R. Taylor, second vice-pres. and H. A. Plumb, sec'y and treas.; di-

rectors, Hugo Stolley, A. R. Templeton, F. J. Coughlin, Wm. E. Schroeder, Jas. J. Mallon, L. L. Runkel, E. LaBudde, C. Kurth and W. A. Hottensen. The following com'ites have been named: rules and regulations, H. H. Peterson, Albert R. Taylor and L. L. Runkel; transportation, Albert R. Taylor, Hugo Stolley and W. A. Hottensen; membership, Jas. T. Mallon, E. LaBudde and C. Kurth; supervisors of grain inspection and weighing, H. W. Ladish, A. K. Taylor, H. H. Peterson, E. H. Dadmun and P. P. Donahue; on grain to arrive, J. J. Crandall, W. A. Hottensen and A. R. Taylor.

#### WYOMING

Riverton, Wyo.—We have let the contract for a 50,000-bu. house to the Van Ness Construction Co. of Omaha.—Oakdale Milling Co., Oakdale, Neb.

Powell, Wyo.—Farmers Grain & Milling Co. incorporated; capital stock, \$50,000; directors, Fred Blesemeier, F. M. Knittle, A. M. Glasgow, S. H. Shoemaker and Fred C. Frie,

## Rectangular Concrete Elevator at Atterberry, Ill.

The elevator shown in the photograph reproduced herewith has recently been erected at Atterberry, Ill., for G. C. McFadden & Co. The house is of reinforced concrete and has storage capacity of 30,000 bus.

The plant is designed in a rather unusual manner, with the driveway thru the middle of the first story, the main bins and the workroom being arranged on either side. On one side between the driveway and the track are two bins, one occupying each corner of the building. The space between these two bins is utilized for the work room and on its ground floor is the office. Three deep bins are placed in the portion of the building adjacent the driveway and opposite the track. Three additional bins are located over the driveway.

The two bins next to the track are hoppered and feed to the boot by gravity. Those bins on the other side of the house are hoppered to points adjacent the dump sink wall, and also discharge by gravity.

A dump scale is installed in the driveway, with the beam in the office. The house is equipped with one leg. Power is furnished by a 15-h.p. Fairbanks-Morse Oil Engine, a rope drive being used to transmit the power to the counter shaft in the cupola. Grain is weighed out thru a 1,500-bu. per hour Richardson Automatic Scale. Other equipment includes a Beall Cleaner and a Hall Distributor. All windows are fitted with steel sash. The plans was designed and its erection supervised by Miller, Holbrook, Warren & Co.



30,000-bu. Reinforced Concrete Elevator of G. C. McFadden & Co., at Atterberry, Ill.

## Supply Trade

There's a job for the man Who can follow the office plan And carry the details through: But the man who's monthly pay Draws the highest rate per day Is the man who can both plan and do. -Frank Hill Phillips.

Your competitor smiles when you stop ad-

WHAT HAS become of the ship-building effi-ciency? Can't we inject it into other lines?

GREAT FALLS, MONT.—Clarence Napper, for-merly with the Globe Cons. Co., of this city, is now in France.

MINNEAPOLIS, MINN.—A new catalog has been issued by C. E. Bird & Co., describing their elevator shipping scale.

THE INCREASING growth of the big trade papers is the strongest argument in favor of this kind of business publicity.

GREAT FALLS, MONT.—Bob Carey is traveling again in Montana for the Richardson Grain Separator Co., of Minneapolis.

GREAT FALLS, MONT.—F. Baeke, formerly representing the Howe Scale Co., is now traveling in Montana for the Strong-Scott Mfg. Co., of Minneapolis, Minn.

CHICAGO, ILL.—Harry E. Surface, formerly sec'y and treas. of the B. S. Constant Mfg. Co., is now representing the Skillin & Richards Mfg. Co. as salesman in Illinois territory.

MANUFACTURERS send delegates to conventions and are pleased when they meet several hundred—the Grain Dealers Journal gives you a chance to talk to several thousand grain dealers semi-monthly

FORT WILLIAM, ONT .- D. B. Fegles, general manager of the Fegles-Bellows Engineering Co., writes: "It is almost impossible to make any intelligent comment on the probable trend of building for 1919. There is considerable work that should be done, and owners would be willing to do it if they could be assured positively that there is not likely to be considerable drop in building prices in the near

CHICAGO, ILL.—Walker D. Hines, Director-General of Railroads, addressed the meeting of leading lumber interests from various parts of the country, April 16th. After his address, R. A. Long, a lumberman from Kansas City, Mo., called attention to the fact that the railroads by refusing to buy steel at the price set was demoralizing the industry of the country and thereby building "a dam so high that the entire business of the country could not break through.'

DAYTON, OHIO.—The National Cash Register Co.'s sales reports record strong signs of prosperity and as it sells its machines to merchants this is a barometer that speaks truthfully. They say: "Never before has the N. C. R. been so good. Our present stride was started in January, which broke previous records for that month and this momentum has increased, and March report showed the largest number of sales ever recorded by that

Advertising, to be profitable, should be systematic, carried on with a definite plan, and have a clearly outlined object in view. It never pays to scatter your advertising in haphazard fashion in a dozen different directions. If possible, it should be directed toward a certain class of people and the plan used that will place your announcements before the greatest number of that class. Select your one plan or medium and then stick to it. In the long run you will profit by refusing to be led aside on rainbow-chasing experiments.—Better Advertising.

KANSAS CITY, Mo.—The suit brought by Lee Heidenreich, against the Southwestern Milling Co. and a number of grain elevator builders, has been withdrawn by the prosecu-tion. Evidently the defense was so strong, the plaintiff's attorneys foresaw certain defeat and zero in contingent fees, so gave up the fight.

NEW YORK.—At a meeting of the New York Business Publishers April 4, it developed that most business men were looking for a return to pre-war conditions. But, after a review of the situation it was revealed that the war had left the world in such condition that old times are not normal now and will not be for years to come-we are permanently on the basis of a new level, and it is recommended that business men face these facts and go ahead on that basis.

LICENSES for the export of wheat will be issued only to the United States Food Administration Grain Corporation or its nominees, under ruling of the War Trade Board, inees, under ruling of the War Trade Board, Apr. 11. Licenses will be issued for the export of wheat flour to all destinations in the Western Hemisphere, the East Coast of Asia, British, French, Portuguese West Africa, Liberia and the Belgian Congo. For the exportation of wheat flour to other destinations, licenses will be issued only to the United States Food Administration Grain Corporation, or its nominees. These rules are subject to the usual regulations, governing trading to the usual regulations governing trading with the enemy. They do not constitute any material modification of regulations heretofore existing.—Vance C. McCormick, Chairman.

MAKING INSULATION from flax straw, which once was burned by farmers in the Northwest as a nuisance, has become one of the important industries. Flax fiber is so tough that it will not decay soon when plowed under to make fertiles, hence the burning to clear the grant of the result of the part of the proof of the part the ground for the new crop. Flax as insula-tion was first manufactured in a little plant at Le Roy, Minn. The head of a large re-frigerator company finding that he must get something to replace quilted hair, eel grass and tow, discovered the little flax felt plant at Le Roy. He developed it, selling the prodat Le Roy. The developed it, selling the product to the railroads for insulating their cars. The business grew until a new plant had to be erected, and this was done at St. Paul. The product was then found useful for insulating houses, shutting out the cold, and this new branch was started. The straw is bot from the farmer after the seed has been threshed out and is run thru tow breakers and then put thru digesters or large churns in which the tow is boiled and degummed removing all residue matter, then it is treated chemically to make it vermin-proof, after which it is thoroughly rinsed and washed and then submerged under water and intertangled and inter-woven and run between large rollers that press it into board form, yet leave it dexible enough to allow for the settlement and shrinkage of lumber in buildings.

Howell & Co. Enlarging Their Plan

A new factory unit adding 34,000 squifeet is now in course of construction by R. Howell & Company at Minneapolis, Milwhose present factory covers three acress ground occupied by modern buildings equipment improved machinery. The new unit rigive employment to 50 more mechanics, whom 200 to 300 are employed the year roundesides, the office and sales organization. besides the office and sales organization

30 to 40 persons.

Beginning in a small way nearly forty year ago, the firm of R. R. Howell & Company or grown steadily year by year until today it are recognized as among the leaders in finil and elevator equipment and supply I thruout the country. They manufacture practically everything required in or around a elevator or mill, their specialties being power transmission equipment and appliances, and the famous "Howell Line" of roller feegrinding mills. The new unit will be use entirely for the manufacture of the famou "Howell Line" of roller feed mills, as the remand for these grinders is growing so fat that the facilities of the present plant are to equal to the necessary production. The plan equal to the necessary production. The plan

is shown in the engraving herewith.

They are primarily manufacturers of over ninety per cent of the goods they handle, at this advantage, coupled with the immensions stocks which they carry at all times, puts the in position to give the trade the best possible. service whether the orders are large or sm:

The motto of the Howell organization and always has been "Quality First." The experience has shown that the best is always experience has shown that the best is alway the cheapest in the long run and that a little more money put into the first cost of a na chine or part will always come back later in additional service and satisfaction. Service if another important watchword in this plate. An order for one dollar's worth of supplying gets the same prompt attention as a \$5,00 order for heavy machinery. The iron click Howell guaranty assures the purchaser about the satisfaction. lute satisfaction.

R. R. Howell & Company have just issue a new general catalog of mill and elevator machinery equipment and supplies. Reader of the Grain Dealers Journal are invited lawrite for it today. It will be sent free to 1 grain men and millers on request. Ask for Catalogy F. 10. Catalog E-19

THE CONSTRUCTION of 500 miles of ha roads within the next two years is to be under taken by Michigan at a cost of \$10,000,000. The people have voted \$50,000,000 for improved \$50,000,000. proved highways which will be used as needed but the first mentioned sum is that to be to state's capacity for the period specified. The plan is for the legislature to authorize the sale of bonds in the amount of \$5,000,000 the government will furnish an equal amount and from three to four million is expected from automobile taxes. The surcharge of the automobile license tax is expected to accept the automobile license tax. More than has of the roads will be of concrete or stone with a surface.



Extensive Plant of R. R. Howell & Co. at Minneapolis, Minn.

### Conference Apr. 29 on Handling Wheat.

At Kansas City, Mo., Apr. 29, representatives of the southwestern millers, country elecators and interior boards of trade will meet n the Hotel Baltimore at 10 a. m. to formulate and agree on the points in which the ndustries are interested in the handling of the coming wheat crop.

The meeting will be composed of the intersts from Missouri, Nebraska, Colorado, Kanas, Oklahoma and Texas.

As a result of Mr. Barnes having accepted he directorship, and the new crop pressing on the market in a few weeks, something lefinite should develop.

Brazil imports most of its wheat from Argentina, the grain being manufactured into lour at the local mills, but the imports declined heavily in 1917 compared with shipnents during 1916. On the other hand, imports of wheat flour increased from \$8,797,85, in 1916 to \$14,796,498 in 1917, of which he United States shipped \$3,939,288, pracically all the remainder coming from Argentina. The total tonnage in 1917 was 109,959 of which 79,530 tons were received from Argentina and 23,017 tons from the United States. The United States was making progess in its exports of flour to Brazil until the var broke out.

An order temporarily staying the attorney general of Illinois and the State Public Utilities Commission from interfering with the inforcement of the new telepfone rates which became effective April 1, was issued by Judge and in the United States District court April 7. The petition for the temporary infunction was filed by Attorney Robbins repreenting Postmaster General Burleson. The taying order following the institution of egal proceedings by the attorney general and he Utilities Commission against the postmaster general for increasing telefone rates in the state without first complying with the orders of the Utilities Commission in filing with the commission the new schedule of ates. The new telefone rates levied by the ostmaster general previously, are held in beyance by a temporary injunction secured by the attorney general against the Chicago is elefone Co. and the American Telefone and is elegraf Co.

Area sown to wheat in France is: 11,086,000 acres, compared with 11,942,000 acres last year; in Alsace Lorraine, 167,000 acres; Japan, 1,362,000 acres against 1,236,000 last year.

SWEDISH MERCHANTS are reported to have over 200,000 tons of American flour that they would be glad to release to Germany, if a suitable consideration was forthcoming.

"I AM THE AUTHOR of the resolution that was made the basis of existing law taking over the control of the telegraf and telefone wires for the duration of the war," said Representative Aswell, of Louisiana, "but I am very frank to state that I am greatly disappointed and discouraged to note the increase of 20% ordered on telegraf rates."

Complaints against the method of handling wheat and suggestions for improvement have been made by Kansas growers and mill men thru Senator-elect Arthur Capper in a letter to Julius Barnes. Their principal objection is to the rushing of wheat at threshing time to terminal markets and they want the regulations modified so that the greater part of the crop may be stored in the state. The letter states that 11,000,000 acres are planted to wheat this year from which it is estimated a crop of 200,000,000,000 bus, will be harvested.

Private wireless telephone communication with the grain centers of the northwest is being advocated by the Sioux City Board of Trade which is making an investigation with a view of its feasibility. Should the cost be prohibitive, a wireless radio plant will be erected. Unsatisfactory telephone service and increased toll rates together with the effective working of a wireless system recently perfected were some of the causes which led to the investigation. It is proposed to install the system between the Twin Cities, Omaha, Kansas City and Sioux City.

An AWARD of \$250 was made by a jury in favor of Troy Bartlett, a farmer near Martin City, Mo., against the Missouri Pacific Railroad Co. for failure to furnish a car in which to ship Bartlett's crop of wheat. Bartlett testified that the railroad placed a car on the track for his wheat when the price was \$2.68 a bushel. Before the wheat was threshed and ready for shipment the car was removed without his consent and before the company furnished another the price had fallen to \$2.15 at which price he was forced to sell his entire crop consisting of 760 bus. He sued for \$412.80.



Farmers Mill & Gin Co. Plant at Jonesboro, Ark.

#### New 15,000-bu. Elevator at Jonesboro, Ark.

The efficient management of three separate and distinct industries is carried on in the plant of the Farmers Mill & Gin Co. at Jonesboro, Ark., which is shown in its entirety in the accompanying picture. The business, while still in its infancy, being only a year old, gives evidence of increasing huskiness and is already one of the live enterprises in that section of the country.

Jonesboro is the county seat of Craighead County and is at the junction of the main line of the St. Louis, Southwestern, the Ozark Division of the St. Louis & San Francisco and the main line of the Jonesboro, Lake City & Eastern railroads, which afford excellent transportation.

The plant comprises a 15,000-bu elevator, a flour mill and a cotton gin. The company, which was organized in April of last year, began business in buying the mill belonging to Salmons Bros. In June, the plant was closed while extensive improvements were made, the elevator, which was erected at that time, being the most substantial feature.

The elevator has eight bins, 30 ft. deep and extends three stories above the bins. The separator is on the second floor, and as there are no conveyors, the grain falls from it to the bins below. The electric power used is furnished by a 25 h.p. motor located on the third floor. A 2½ bu. automatic scale is part of the equipment.

The original mill which now forms an addition to the elevator is three stories high and is also electrically operated. Individual motors are used so that when a machine is not in use it can be cut out, an arrangement which effects great economy in operation. On the first floor of the mill has been installed a new 50-bbl. American (Midget) Marvel Mill, a three-pair high corn meal mill, a corn chop mill, flour packer and a bran packer. The office is also conveniently located on the first floor.

Wheat, corn and flour bins with a double scouring machine occupy the second story. On the third floor are three cleaning machines, for corn, corn chops and wheat, also a corn meal bolter.

In addition to the mill and elevator, the company also operates a cotton gin which has a capacity of 30 bales per day.

The officers of the company are: Pres., G. W. Puryear; vice-pres., Thos. Burress; treas.; E. J. Mason; sec'y and general manager, J. W. Little.

Congressman Roscoe C. McCulloch of Ohio has written the Grain Corporation a letter in which he claims that the Corporation, organized to carry out the government's price guaranty is charging 30 cents above the guaranteed price to pay the cost of its operation, and that the consuming public bears this added cost. He says that he will place the matter before congress when it convenes.

That Canadian Elevators in the west are "choked with millions of bushels of American grain, crowding the Canadians out" is the statement made and backed by a resolution introduced in the Ottawa House by Mr. Stevens of Vancouver. The facts are said to be that there is not a bushel of American grain stored west of the lakes; that there is about a million bushels of American wheat on boats at the head of the lakes, but none in Canadian elevators. Last summer before the Canadian crop was ready, the Americans had a large stock of grain owned by the Imperial Government which at the request of those in charge of exporting grain for Great Britain was given temporary accommodation in Canadian elevators, but that Canadian elevators have never been made use of for the benefit of the United States to the exclusion of Canadians.



Demurrage charges, which are now about \$3 for four days, may be reduced about May 1, official announcement to that effect being expected any day.

MAY 7 at Washington the Interstate Commerce Commission will hear argument in the complaint against the Great Northern R. R. by the Imperial Elevator Co., Northwestern Elevator Co. and Federal Elevator Co.

THE CHICAGO basis of lake and rail rates to Duluth which means a reduction of 10c a hundred pounds first class and 3c at sixth class has been agreed upon by the railroad administration and the Great Lakes Transit Corporation.

Opening navigation to the Soo the earliest in 40 years, the steamer Pargny succeeded in breaking the ice in Hay and Mud lakes, arriving at the Soo the night of April 9, and at Duluth April 12. The run was made in almost regular time, there being very little ice.

A New traffic organization has been effected at Minneapolis, Minn., with Otto Mortenson, traffic man with the Cargill Elvtr. Co. as president. E. C. Best, of the Washburn-Crosby Co. is vice-pres. The sec'y is J. W. Mashek of the Empire Milling Co.

The Next American grain steamers for Switzerland will go to Antwerp, an arrangement having been effected with the allies whereby merchandise for Switzerland from across the Atlantic will pass up the Rhine to Strasburg or Basle.

NEW UNIFORM Bs/L are likely to be prescribed in the forthcoming report of the Interstate Commerce Commission. Regional Director Aishton has suggested to the carriers that not more than four months' supply of Bs/L be printed.

Foon for the starving nations of Europe is now being carried on 151 steamers, which were built by the emergency fleet corporation to defeat the German submarines. The "mercy fleet" has a regular schedule between Atlantic, North Sea, Mediterranean and Adriatic ports, carrying grain, flour, beans, beef and other foodstuffs.

INCREASED CHARGES for storing westbound Canadian shipments of grain at Duluth, Minn., Superior, Wis., and Gladstone, Mich., were approved for filing by the Interstate Commerce Commission Apr. 9. The increase was granted on request of the Great Northern Railroad on the ground that labor and insurance costs had gone up.

The Northern Grain & Warehouse Co., Portland, Ore., has filed claim to reparation for loss of thru rate on a car of wheat transferred at Minneapolis without knowledge of shipper. Unable to identify the car shipper authorized disposition at East St. Louis and had to pay a combination of locals, 55.2, instead of 50c.

PAYMENT of claims is to be expedited thru co-operation between regional directors and agents and superintendents of railroads, under the system being inaugurated by the railroad administration. Inquiries are also being made as to the causes of the present situation regarding claims with a view to enforcing remedial measures.

WAGE INCREASES averaging \$15 a month for 69,000 employes of the American Railway Express Co. and \$25 a month for 12,000 sleeping car and parlor car employees have recently been granted by Director General Hines, these being the final advances of the amount awarded in the general wage increases of the war time schedule.

REDUCTION in ocean freight rates still leaves them very high. To Rotterdam, Antwerp, Havre and Bordeaux from North Atlantic

ports, quotations are \$1.25 per 100 lbs., or 65c per cu. ft. at ship's option. To Marseilles, Cette, Genoa, Naples and Bilboa, \$1.60 per 100 lbs., or 85c per cu. ft., and to Barcelona and Valencia, \$1.85 per 100 lbs., or 95c per cu. ft.

I HAVE reached the conclusion that Circular No. 41, so far as it relates to claims filed previous to Nov. 1, 1918, is wrong and the same will be amended providing for the payment of interest on those claims.—C. A. Prouty, Director of Public Service & Accounting, Washington, D. C.

A FLEET of five freighters will be operated this season between Buffalo, Milwaukee and Chicago by the Railroad administration. Three of the vessels were built at yards on the lakes. The rates have been prepared and will be filed with the Interstate Commerce Commission as soon as negotiations for the ships are completed.

COMBINED lake and rail transportation is assured grain shippers, the railroad administration having made arrangements to again operate the Lehigh Valley Transportation Co. on the Great Lakes this season. The rates will be below the all-rail rates and to eastern points on grain products and grain by-products they will be 2c a hundred pounds less.

MINNESOTA'S SIDETRACK law of 1913, which makes it mandatory on railroads to construct and maintain adequate sidetrack facilities for industries located along their lines has been upheld by the supreme court, in the case of the Chicago & Northwestern Ry. Co., appealed from the decision of a lower court in proceedings growing out of the construction of a spur track in Springfield, Minn.

The DEFEAT of the Burlington barge terminal bill by veto is being urged on Governor Clement of Vermont. The bill is opposed by grain interests, prominent among whom is the firm of Crosby & Co., Brattleboro, on the grounds that the benefits to be derived in the form of lowered transportation charges are not commensurate with the cost of the venture and the inevitable heavy increase in taxation.

The use of the wooden ships by shipowners, exporters and importing firms is not particularly favored, their bids for contracts with the shipping board being so low that all have been canceled. The Contract Department wanted \$23,000 a month for a six months' contract. It is admitted that the government would like to dispose of these ships at \$685,000 per, but so far, no American firm has been willing to pay the price.

Freight service buros similar to the one at Nashville, Tenn., are to be established at Atlanta, Jackson, Charleston, Montgomery, Birmingham, Mobile, New Orleans and Memphis and eventually all over the country, according to a circular issued by Traffic Commissioner Rippin of the St. Louis Merchants Exchange. When present plans are put into operation, shippers will be notified when cars pass certain points without having to request the information.

The distribution of grain cars for the Kansas wheat crop will be the subject of a conference between John M. Kinkel, chairman of the Kansas Public Utilities Commission and the Interstate Commerce Commission and Grain Corporation officials in Washington this week. Kansas has one-fourth of the total acreage of wheat and as the prospects are good for a full yield, the question of transportation is becoming an important one.

RECONSIDERATION of its decision not to again adopt the "day-light saving" plan is being urged on the Canadian parliament, the railroads being especially importunate. Loss of time to passengers and the difficulties confronting train despatchers who have to figure on both United States and Canadian time are the principal arguments in favor of conforming to the U. S. regulation. It was in effect last summer, but was discontinued because of

the strenuous opposition of farmers. T Winnipeg Grain Exchange has conformed the U. S. time, not because it is better, only for uniformity.

Wooden ships which were promised by shipping board for private charter are surlying idle in the harbor at Portland, Ore, spite of the great need of vessels. A surve is being made with a view to learning whetly or not the carbolinium treatment of timb is to make them seaworthy will have any or leterious effect on flour cargoes. The decision to release these vessels to the food administration is said to depend on the result of the investigation.

The removal of the embargo on all kiril of grain for all primary markets and the abolishing of the permit system is announce by C. O. Bradshaw, Chairman of the Grad Control Com'ite of the U. S. Railroad Aiministration, effective at once. All conflictive embargoes of individual roads are also cardelled. The order covers Chicago, Milwauking Buffalo, Black Rock, Twin Cities, St. Louis Peoria, Kansas City, St. Joseph. Omalia Council Bluffs, Duluth and Superior.

Lebanon, Ind.—Suit for damages in the amount of \$3,500 has been brot against the Big Four Railroad by Grant & Wyeth, the plaintiffs alleging that a carload of shellic corn delivered to the defendant at Indianan olis for transportation to Lebanon was permitted to become wet and damaged to such at extent that it was unmarketable; that at the time the corn was received by the railroad company, it was worth \$3,600, but at the timit was delivered to the plaintiff it was not worth more than \$500.

AN AMENDMENT to the next railroad bl will provide for a Secretary of Transportation who will have supervision of the interstate railroads of the country similar to the supervision of the government over private banks. He will not necessarily be a member of the cabinet, but his position will be similar to the of the comptroller of the currency. The bl will also provide for the incorporation of a linterstate railroads under the federal government and that the issuance of stocks and bonds be under federal supervision.

The authority of the Director General of Railroads to fix freight and passenger rates in that state is to be decided by the Supren e Court of North Dakota. Appeals have been filed by the government from the North Dakota Supreme Court decrees enjoining the Northern Pacific Railway and other lines of that state from charging the increased rates and ordering them along with the director general to show cause why the injunction should not be made permanent. The railroads will attempt to have the arguments heard the term. Similar suits are now pending in the courts of South Dakota, Nebraska, Iowa, Mirinesota and Washington.

The Latest increase in wages to railwar trainmen which will aggregate \$65,000,000 year will bring the wage advances under government ownership to \$910,000,000. The railroad companies in 1916 and 1917 raised wages \$350,000,000, making a total increase in the three years of \$1,260,000,000. According to official figures rate increases in this period have aggregated \$1,100,000,000. Wage increases, therefore, have exceeded the raise i rates by \$160,000,000. The increase in wages since 1910 is 117 per cent and since the yeal before the war, 80 per cent. The increase cost of coal, steel and other materials, which was not provided for, is the cause of the large monthly operating deficits which the administration faces.

INLAND WATERWAY and rail transportation should be more closely co-ordinated and an adjustment of rates made according to the relative cost and desirability of service, is the opinion given by Director General Hines when questioned as to the attitude of the administration on waterways. He also advocates demonstrating the utility of inland waterways

## The GRAIN JOURNAL.

strengthening public interest in them and that hey be placed under governmental agency for an experimental period in case the railroads are returned to private control and the raiload administration is disbanded. In order o bring about closer co-operation, he says a lesire for it must come first and facilities for ransferring traffic from one to the other is of vital importance.

SEASON RATES on grain lake shipments have peen agreed upon by the Shipping Board, Food Administration, Grain Corporation and epresentatives of the Great Lakes shipowners and shippers. From Lake Superior to Lake Erie and from Lake Michigan to Lake Erie. April and May loading, the rates will be 31/2 ind 3c per bu. respectively; June, July and August, 3c. September, October and Novem-ber, 3½ and 3c respectively; and December per, 3½ and 3c respectively; and neluding winter storage in vessels, o Georgian Bay and Goodrich are ½c per bu.; o Port Huron, ¼c and to Collingwood, ½c per bu., under the Lake Erie rate. Detroit akes the same rate as Lake Erie ports.

THE \$20,000,000 WATERWAY bill, an adminisration measure, was passed by the Illinois enate Apr. 23 by a vote of 37 to 2. It is thot practically certain that it will pass the house and become a law. The bill provides for connecting the Chicago Drainage Canal and the Ilinois River by means of a channel between Lockport and La Salle, in which the United States government will share the cost of contruction and maintenance. This will furnish navigable route to the Mississippi and thence to the gulf. "The completion of this connectng link between Lockport and La Salle," said harge of the project, "will open to public use he most potential traffic highway in the inited States and the greatest inland waterway system in the world. It will have an annual transportation capacity of 60,000,000

APPROPRIATION of approximately \$100,-100,000 for the completion of waterways projects on the Mississippi River and its large ributaries is requested in a resolution adopted by the Mississippi Valley Waterways Ass'n, which will be introduced in congress. The or which it has not provided funds, include the completion of a six-foot Mississippi chan-tel from Minneapolis to St. Louis, a nine-foot hannel from St. Louis to New Orleans, the onstruction of a six-foot channel from Kanas City, Mo., to St. Louis on the Missouri nd a nine-foot channel on the Illinois River rom Utica, Ill., to St. Louis, completion of he remaining three locks on the Ohio River, naking that stream navigable from Pittsburgh o Cairo, and the admission of the Tennessee River to membership in the eighth district of he ass'n. The establishment of a fleet of ow boats and 24 barges for hauling freight n the Upper Mississippi is also advocated.

"THE CLAIMS for loss of grain are entirely oo heavy and represent a very large proporion of the total paid out for loss and dam-The present price of grain is so high hat the loss of a bushel means a claim, and the loss of a busher meaning if the item can be reduced materially if the ollowing suggestions are followed: ailroads make an extra effort to place their ox car equipment in the best possible conition for the handling of this commodity nd that standard grain doors of good lumber used to prevent leakage and this is absoately necessary in view of the fact that a arge proportion of the cars are equipped with oors that do not fit and in their use, leakage s unavoidable unless extra precaution of this haracter is taken. This fault should be corected in any event to the extent that entrance o the car will not be given without breaking he seal," writes J. A. Lucey, supervisor, reight loss and damage, in a letter to R. H. ishton, regional director, giving a summary f the deliberations of the Claim Agents Conerence Com'ite which met in Chicago, Apr. 1.

"Prevent a Claim a day," is the slogan adopted by R. H. Aishton, Regional Director, Northwestern Region, U. S. Railroad Administration, in his active prevention campaign to minimize freight loss and damage, this being in accord with the general tendency to im-prove service and make efficiency and economy synonymous. "Claim payments," says Mr. Aishton, "the past year will average very close to 3 per cent of the freight earnings, the increase being due in a large measure to inexperienced help replacing employes inducted into government service, the increased price of commodities, the disproportionate increase in rates and inferiority of containers for which war demands and not shipper or carrier were responsible, altho the latter has borne the opprobrium." The campaign is being carried on by urging the shipper to use containers that conform to classifications and tariff requirements; that will withstand ordinary transportation and that are properly marked to insure delivery; missionary work thru personal contact with employes who handle freight also plays an important part.

#### Bolshevik Control of Montana Mills.

The Bolshevik idea that middlemen and the bourgeoisie must do business without profit seems to have taken firm hold in Montana as well as North Dakota. On Mar. 18 the governor of Montana approved a bill, chapter 223, session laws of 1919, declaring all mills to be public and making their profits and charges subject to the Montana Trade Commission, created by the same act.

A public mill is defined to be any person, partnership, ass'n or corporation operating any plant for the manufacture of products from

wheat, oats or other grain. Section 18 provides "Every public mill shall file with the Commission schedules showing all rates, tolls, charges and prices for any ser-

vice performed and prices for its products."

Pursuant to this section the Commission already has directed all Montana flour and cereal manufacturing companies to file with the Commission not later than April 19 data that will enable the Commission to put into effect the regulations

This was followed by a hearing Apr. 24 at the capitol by the Commission on the classification of mills, what should be considered a reasonable margin of profit and what would

be a reasonable toll.

Just as soon as the new Commission promulgates a maximum profit regulation that bears unjustly upon a miller the latter can raise the constitutional question, whether the business of flour milling is affected with such a public interest that its profits can be regulated by the state. We think not.

A still higher law than that of the state or

the constitution is that of survival; that is, if the restrictions are burdensome the state can not prevent the mills from shutting down and quitting business, leaving the farmers to ship their wheat out of the state and the consumer to ship flour in until the people come to their

THE INCREASE in the storage capacity of all Canada since 1892 as shown in the official statement of A. E. Boyle, sec'y of the Board of Trade, is indicated in the following figures: In 1892, the capacity was 10,366,800 bus.; in 1898, 18,378,500 bus.; 1908, 60,808,600; and in 1918, 179,981,800 bus. The storage capacity this year has been increased 13,000,000 bus.

THE ELECTION at the recent meeting of the illers National Federation held in Chicago, April 11, resulted as follows: A. L. Goetzman, first vice-pres.; Henry M. Allen, Troy, O., second vice-pres.; W. L. Phelps, treas., successor to Frank B. Rice: A. P. Husband. sec'y.; E. M. Kelly was installed as pres.; F. H. Price was again re-appointed export agt.; Frank S. Reed and E. S. Rogers are again official counsel.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

- C. I. & L. in Sup. No. 45 to tariff No. 933-F cancels Sup. No. 43 and gives general rules regarding the absorption of connecting lines' switching charges, effective May 18, 1919.
- C. I. & L. in Sup. No. 2 to tariff No. 7819 issued in lieu of Sup. No. 1 withdrawn from the Commission gives joint and proportional freight rates on grain and grain products, car-loads, from stations on its line to Boston, New York, Philadelphia, Baltimore, Buffalo, Pitts-burgh and other points in the Eastern States and Canada, effective May 15.
- C. I. & L. in tariff No. 7926 names joint, pro-C. I. & L. in tariff No. 7926 names joint, proportional and reshipping rates on grain, grain products and grain by-products in carloads, from stations on its line to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia and points in Canada, effective May 15, 1919.
- C. I. & L. in Sup. No. 3 to C. I. & L. tariff No. 7816 cancels Sup. No. 1 and issued in lieu of Sup. No. 2 withdrawn from the Commission, gives joint and proportional freight tariffs sion, gives joint and proportional freight tarms applying on grain by-products in carloads and grain, grain by-products and grain products in mixed carloads, from stations on its line to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh and other eastern, Virginia and western termini points, effective May 15, 1919.
- C., R. I. & P. and C., R. I. & G. with participating carriers in Sup. No. 6 cancels Sup. No. 5 to tariff No. 19687-J giving local joint and proportional rates on grain, grain products, seeds, hay, broom corn from Missouri river stations and other stations in Illinois. Iowa, Minnesota and South Dakota on the C., R. I. & P. to Mississippi Valley points and other stations in Alabama, Arkansas, Florida, Louisiana, Mississippi, effective May 22, 1919. Mississippi, Tennessee and Texas,
- C. I. & L. and participating carriers, in Sup. No. 2 to tariff No. 7818, gives joint and proportional rates on grain, grain products, in carloads, from Chicago and Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Junction, and South Deering Ill., to Baltimore, Boston, Philips Ports, New York, Philiadelphia, Pitts tion, and South Deering III., to Batchilore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the Eastern States and Canada shown in tariff and in rate bases billing instructions or guide books of fast freight lines shown on page 4 of tariff, effective

REGULATIONS governing the cereal trade in France are not likely to be modified until after the elections and until the Peace Treaty has One obstacle to the return of been signed. free trading is the necessity for re-victualling and it is not thot wise to lower prices on the eve of the elections because of the resulting discontent among growers. Then there are discontent among growers. Then there are the commitments of the Inter-Ally London Council, made in the United States, Argentina and Australia, which are still to be liquidated.

COMMERCIAL AVIATION is making rapid progress. An aviator has been employed on the big wheat ranch owned by J. P. Morgan in Montana. He will pilot the ranch manager over the immense tract, the plane being equipped with wireless so that the manager may communicate with the ranch headquar-Other western ranchers are also beginning to use aeroplanes. Grain men in the northwest are planning aeroplane trips for inspection of crops. The Northwestern Aerial Transportation Co. has been incorporated in South Dakota and applications for flying licenses are being made in Minnesota and other states. Sportsmen are becoming enthusiastic and a prominent manufacturer has indicated that he will soon have a plane which will cost no more than the average passenger automobile.

## Supreme Court Decisions

Brokers.—A broker may be the agent of both principals, if that be the understanding between all parties, but he cannot be openly the agent of one and secretly the agent of the other, and claim compensation from both.—Empire Securities Co. v. Webb. Supreme Court of Alabama. 81 South. 51.

Interest on Overcharges.—Interest on overcharges by carrier, wrongfully made and without consent of shipper, runs from the date when made; the damage being then complete.—Arkadelphia Milling Co. v. S. L. S. W. Ry Co. Supreme Court of the United States. 39 Sup. Ct. Rep. 238.

Interstate Commerce.—A shipment intended for another state will not be deprived of its interstate character by being billed to an immediate point in the state of its origin, but the initial shipment must be the beginning of an interstate journey.—Bracht v. San Antonio & A. P. Ry. Co. Kansas City Court of Appeals, Missouri. 209 S. W. 579.

Failure to Deliver Wheat.—Where the seller of wheat selected the elevator to which it was to be delivered, and, when ready to deliver, the elevator was full, that did not excuse the seller from compliance with his contract to deliver, and where the buyer offered alternative measures, he may recover for the seller's breach.—Farmers Grain & Supply Co. v. Lemley. Supreme Court of Washington. 178 Pac. 640.

Recovery of Prepaid Freight.—Upon loss of goods at sea, where freight has been prepaid, shipper is entitled to recover, not the gross freight so called, but the gross freight less port charges, dispatch money, and commissions, where it is stipulated that these charges should be paid by shipper out of the gross sum mentioned as freight money.—Norton-Crossing Co. v. Martin. Supreme Court of Alabama. 81 South. 71.

Rescission.—Under a contract to deliver hay, for which payments were to be made monthly, sellers' rights to rescind were not waived, nor were they affected, by the fact that they did not stop delivery of hay immediately after failure of buyer to make his first payment as required, since they had the right to rely, for a reasonable length of time, upon the buyer's promise to pay.—Jenson v. Goss. District Court of Appeal, California. 179 Pac. 225.

Cars on Side Track at Owner's Risk.—A track placed by carrier on its own land for use and convenience only of shippers whose warehouses were adjacent thereto was a "private or other" siding within Uniform B/L, § 3, providing that property when received from, or delivered on, private or other sidings, etc., shall be at owner's risk until cars are attached to trains, the words "or other" following word "private," including not all other sidings, but sidings like private sidings.—Bers v. Erie R. Co. Court of Appeals of New York. 122 N. E. 456.

Interstate Message.—The transmission of a message between two points in a state which in the course of its transmission passed out of the state is interstate commerce, though the message in the first instance passed through point of destination, and could have been sent there direct, where the route by which it was sent afforded the quickest service and was the one in regular use.—Western Union Tel. Co. v. Bowles. Supreme Court of Appeals of Virginia. 98 S. E. 645.

Injury to Employe Loading Wheat In Ship.—Employer's failure to protect employes loading wheat sacks in hold of ship from fall of sacks from chute by installation of net, where there were two gangs lowering wheat into hold through same hatchway, was negligence. Employe loading wheat sacks in hold of ship, injured by falling of sack from a chute, could recover from employer for injuries resulting from failure to provide safe appliances, notwithstanding that such failure was due to negligence of fellow servant.—Shields v. W. R. Grace & Co. Supreme Court of Oregon. 179 Pac. 265.

Carrier Liable for Flood Loss.—The fact that a storm was unprecedented would not relieve a carrier from liability for loss of goods, where, after storm had begun and water was rising in docks so that there was apparent danger that they would reach and injure the goods, the carrier could by use of reasonable diligence have removed goods to a place of safety.—Mistrot-Calahan Co. v. M., K. & T. Ry. Co. Court of Civil Appeals of Texas. 209 S.W. 775.

Limit of Time to Bring Suit Against Carrier.—Where a shipper and carrier executed B/L, expressing the consideration to be paid for the shipment, and the carrier through inadvertence charged less than the amount of the uniform intrastate rates, held that the carrier's right to action for the undercharge is based on a written contract, and hence an action for such sum is one falling within Rem. Code 1915, § 157, providing a six-year limitation.—Ore.—Wash. R. & Nav. Co. v. Seattle Grain Co. Supreme Court of Washington. 18 178 Pac. 648.

Carrier's Liability for Fire.—If goods were in a car in possession of a railroad company as a common carrier, and accepted for immediate shipment at time they were burned, company was liable as an insurer. A railroad, in possession of goods by reason of their being placed in a car by a shipper, but not ready for immediate shipment, something remaining to be done by shipper, is a warehouseman, and not liable for destruction of the goods by fire, unless negligent.—Louisville & N. R. Co. v. Edwards' Adm'x. Court of Appeals of Kentucky. 209 S. W. 519.

Interstate Commerce.—Where vegetables were billed from and shipped to points in the same state, and were not intended for another state, but after the car arrived at destination the shipper entered into a new agreement with another company to ship to another state, this could not relate back to the origin of original shipment and change its character so as to hold the initial carrier liable for damages while in the possession of the latter, under the Carmack Amendment (Comp. St. §§ 8604a, 8604aa).—Bracht v. San Antonio & A. P. Ry. Co. Kansas City Court of Appeals, Missouri. 209 S. W. 579.

Liability for Loss on Private Siding.—The following provision in B/L, viz.: "Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until baded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains"—is a reasonable limitation upon the carrier's liability and enforceable. But neither clause of said provision has application, except in cases where it appears the loss of goods shipped occurred at stations, wharves, or landings at which the carrier did not maintain a regularly appointed agent. Such B/L did not exempt carrier from liability for loss of freight by fire while the loaded cars were on a private siding on carrier's belt line about three-quarters of a mile from a station at which an agent was maintained.—McClure v. Norfolk & W. Ry. Co. Supreme Court of Appeals of West Virginia. 98 S. E. 514.

preme Court of Appeals of West Virginia. 98 S. E. 514.

Warehousemen.—The equities of one who buys grain in the open market, in good faith and for full value, from a warehouseman with whom it was stored, are superior to those of the surety on the bond of the latter, given for the protection of those storing grain with it, where such warehouseman has become insolvent and the surety has been required to pay the amount of the bond. Because of the superiority of such purchaser's equities, the surety does not become subrogated to rights which the true owners of the grain may have had, to follow it into the hands of the purchaser and to hold the latter as for a conversion thereof. After such purchaser and surety had each paid the full amount for which it was ultimately liable, to the representative of all persons to whom such warehouseman had issued grain storage receipts, outstanding when it became insolvent, all equities between them ceased, and each became an independent creditor of the warehouseman, and was entitled to retain any moneys, subsequently received in partial reimbursement of its original loss.—Northern Trust Co. v. Consolidated Elevator Co. Supreme Court of Minnesota. 171 N. W. 265.

Limitation of Carrier's Liability.—A stati (Gen. St. 1915, § 8469) providing that a carrishall be liable to the shipper for loss or injucaused by it to property in shipment, and it no contract or regulation shall exempt it from such liability, does not prevent the amore of recovery for such loss or injury, being it ited to the value stated in the bill of ladition which the freight charged is based.—Kennedy v. A., T. & S. F. R. Co. Supreme Conf. Kansas. 179 Pac. 314.

nedy v. A., T. & S. F. R. Co. Supreme Conformation of Kansas. 179 Pac. 314.

Federal Control of Telegraf and Teleformation of Systems.—The President, by proclamation of July 22, 1918, having taken over control of it telegraf and telefone systems within United States, pursuant to resolutions of Congressic July 16, 1918, and Postmaster General, vestigning the control of systems by the President, had, ing declared August 1, 1918, that he had assume control, petition in equity of Public Servic Commission of Massachusetts to enforce injunction against telefone and telegraf company its order suspending taking effect of creases in toll charges between places with commonwealth cannot be entertained; United States, in legal effect a party, tho not name in record as such, not having consented to sued, and matter of rates being its sole financial affair.—Public Service Commission v. Not England Telefone & Telegraf Co. Supreme Judicial Court of Massachusetts. 122 N. E. 514.

Assignment of Title Under B/L.—The New-

Assignment of Title Under B/L.—The New mark Grain Co., of Los Angeles, Cal., delivered to the S. P. R. R. Co. two cars of beans for transportation to Hutchinson, Kan., 1011. Hutchinson Wholesale Grocery Co. The shipper drew drafts on the dealer, attached them the bill of lading properly endorsed, deficient them to a bank, and received credit on its checking account with the bank for the fair of the drafts. The bank expected to charse interest during the suspension period, and charge back the drafts in case of necessity. The drafts were dishonored. The dealer sued the shipper for damages for breach of contract and attached the goods while in possession atterminal carrier at Hutchinson, and ganished the terminal carrier. The bank replesined the goods. After obtaining possession in the goods, the bank, at the request of the shipper delivered the bill of lading to the terminal carrier, and the shipper diverted the goods to Phiadelphia, Pa. The dishonored drafts were returned to the shipper, who delivered to the bank the new drafts on the Philadelphia consignee, but received no credit for them. The attaching dealer intervened in the replex suit, and set up the attachment and garnishmen proceedings. Held, negotiation of the bill the diding by the shipper vested in the bank tit to the goods and right of possession. No attachable interest remained in the shipper, and the attachment being barren, the dealer had retached in the original drafts.—Farmers & Merchants Nat. Bank v. Sprout, Sheriff. Supreme Count of Kansas. 179 Pac. 301.

That flour is the basis of the present enormous cost of living and that drastic measures should be taken by the government to cut it down to a reasonable figure, former the gist of a telegram sent by Congressman John F. Fitzgerald to Secretary of Agriculture Houston. After giving figures on wheat prospects and on the amounts exported during different years just passed, Mr. Fitzgerald says: "It seems to me that the time is riput to get rid of the so-called experts in control of the food products and turn the task over to some one who is in a position to know what extortionate food prices mean to the average family."

A CONFERENCE between the oats handlers of New York and President Barnes of the Grain Corporation was held at New York, April 11 for the purpose of devising means for relieving the congestion at Atlantic and Gull ports. The plan discussed was to discontinues of ar as possible oats handling for local consumption and the incidental storage of oats Mr. Barnes stated that within the next month the Grain Corporation would be called upon to load 300,000 tons more than the maximum that could be handled thru all the ports in any one month, according to estimates made less than a year ago.

#### Grade at First Destination Applies.

E. R. Kolp, of Ft. Worth, plaintiff, v. Chompson & Finley, defendants, before Arbiration Com'ite of Texas Grain Dealers Ass'n, omposed of W. W. Early, L. C. McMurtry and A. P. Hughston.

E. R. Kolp filed claim for \$664.19 against Chompson & Finley on an alleged loss susained on a car of No. 3 California maize, ought by E. R. Kolp from Thompson & Finley, on which car UP 72911 was applied, Chompson & Finley having purchased the naize from the El Paso Grain & Milling Co. in the same terms on which they sold it to E. & Kolp, which was destination terms, imleaded the El Paso Grain & Milling Co. into he case.

n the same terms on which they sold it to E. R. Kolp, which was destination terms, imleaded the El Paso Grain & Milling Co. into
he case.

The maize was shipped to Fort Worth on
nstructions by E. R. Kolp, and he there had
ame inspected by the federal inspector, and
t graded No. 2.

Later E. R. Kolp diverted the car to Chiago, and the evidence is that this was done
vithout the knowledge or consent of Thompion & Finley or the El Paso Grain & Milling
20. When the car arrived at Chicago, it graddd No. 2, but Kolp, having advice from the
party to whom he consigned the maize that
he maize was dirty, called for re-inspection,
and it was graded sample grade, and Kolp
hen demanded that Thompson & Finley take
he car off his hands, which they refused to
lo, contending that they had complied with
or fulfilled their contract by having delivered
maize better than contract grade at Fort
North, to which the shipment was made,
relaming that when Kolp had the maize inspected here himself, and it graded No. 2, and
he then took the responsibility of shipping the
maize out of the state, contrary to our Trade
Rules, they had no liability, and the grade at
Fort Worth, which was the destination of the
raize, having been sold by them basis delivred Texas Common Points, and Fort Worth
being a common point, and the maize shipped
to Fort Worth on the instruction of Kolp.

After the refusal of Thompson & Finley to
ake the maize off of his hands, E. R. Kolp
hen stored same, and afterwards took the
market value, resulting in an alleged loss and
expense of handling amounting to \$664.19, for
which he files this claim.

The Com'ite is of the opinion that when Mr.
Kolp ordered the maize shipped to Fort
Worth, and there had it inspected, and took
he authority to have it diverted, that he was
bound by the Fort Worth inspection, and that
he defendant, Thompson & Finley, was en-

titled to the grade at Fort Worth, as, should it have misgraded, no doubt they would have been notified immediately, and required to take the maize off of Mr. Kolp's hands, and on this ground, we do not believe Mr. Kolp is entitled to recover this claim.

Our Trade Rule No. 42 is very specific, read-

ing as follows:

"Rule 42. Diversion of Cars: Shipments bought on destination terms may be diverted to points within the State without waiving the right of purchaser to collect from the shipper any differences due him for short weights or off grades, but shipments sold on destination terms may not (without the consent of shipper) be diverted out of the State without waiving such liability."

Under this Trade Rule, by which we must be governed, E. R. Kolp is not entitled to recover from Thompson & Finley on this claim, and we hereby find for Thompson & Finley that they do not owe E. R. Kolp anything on account of this claim, and the Secretary is instructed to return Thompson & Finley and the El Paso Grain & Milling Co. their deposit fees in this case. in this case.

THE FORMATION of a valley-wide bank and a Valley Trading Company are two important subjects to be discussed at the meeting of the Mississippi Valley Ass'n in Chicago this week. The bank is to aid in the development of economic resources both here and overseas and the trading company will operate along the lines made possible by the Webb-Pomerene Law which permits combinations for the purpose of developing foreign trade. Shipping and internal waterways will also be taken up.

THE VERDICT in the suit brot by the Corn Products Refining Co. in the Supreme Court of the United States for an injunction pre-venting the Kansas State Board of Health from requiring it to state on the label the quantities of ingredients used in a syrup manufactured, was in favor of the defendant. The grounds on which the injunction was asked were that in complying with the regulations of the board, the private formula under which the syrup was made would become public property to the detriment of the manufac-

#### Great Britain Has Wheat Surplus.

At the annual dinner of the Land Union in London recently, Lord Ernlo, formerly Robert E. Prothero, pres. of the Board of Agriculture, stated that the granaries of England were filled with wheat in preparation for a great spring offensive against the Germans this year. It was indicated that the lack of necesyear. It was indicated that the lack of necessity for this offensive, due to the cessation of hostilities in November, has made it difficult for the English farmer to sell his crop of last year's wheat.

In explaining the situation, Lord Ernlo said that for the purpose of making it possible to place on the western front the whole force of the allies all the tonnage was wanted that it was possible to get. It was desired that every ship be free to take over munitions, food and other supplies for the army. For that reason a large quantity of food supplies were brought into England to make it unnecessary to use the ships for transporting food in the middle of the contemplated gigantic mili-

tary effort.
Summing up the results of this policy, Lord

Ernlo said:

"The consequence was that we filled the granaries of this country with wheat in order that we should be free for this great military enterprise. You cannot alter your plans in a few hours. The wheat is now being passed into consumption as quickly as possible."

PAYING FARMERS for their wheat is the easiest sort of proposition to John L. Barr, grain merchant of Denver. "Nothing could be simpler," said Mr. Barr, than to permit us licensees to issue government credits for actual amounts produced and delivered by actual wheat raisers. Licensees are directly responsible to the government for accuracy, and the ible to the government for accuracy, and the farmer shouldn't care if part of his cash came from the dealer and the balance from the government. We would make an allowance for a margin of 3 to 5 cents a bushel, probably, according to competition." ably, according to competition.'

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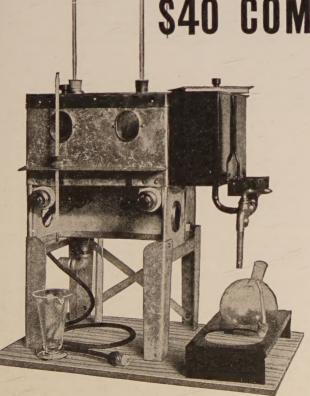
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#### Insurance Notes.

WORKMEN'S COMPENSATION in Kansas will be studied by a commission especially appointed by Gov. Allen, the report of its findings to be made to the next legislature in 1921.

The State compensation fund bill is finally disposed of for the next two years, the Minnesota senate having refused to reconsider the vote by which it was defeated 35 to 30. The original vote in the senate was against the measure 70 to 5 after it had been passed in the house with the monopolistic feature amended by allowing the mutuals to continue.

LEAKY piston rings caused the fire that destroyed the elevator of the Powers Elevator Co., at Genoa, O., recently. The rings had been bushed some time before, but had started to leak again, and new rings had been purchased but were not yet installed when the fire happened. Leaky rings allow flame to pass into the engine room.

A HEARING on the 10% temporary surcharge was held before Insurance Commissioner Ellsworth of Michigan at Lansing, at which representatives of the fire insurance companies argued for a continuance of the surcharge because conditions which justified its imposition in the first place, still continue. A. D. Baker of the Michigan Millers Mutual appeared for that company.

The continuation of the Underwriters' Grain Ass'n was unanimously favored by the members present at the recent meeting of the Western Union in Philadelphia, for at least a year from the coming August. Members of the Ass'n, who are not members of the Western Union, are also said to favor the plan, with the exception of the mutuals which may retire at the end of the first year. Should they do so it will necessitate a readjustment of the lines the Ass'n writes and also of the percentage taken by each member.

WILL IT PAY? is a fair question to ask when considering concrete against frame construction. Men in the business of selling insurance can prove in some cases that the interest cost on concrete grain elevators greatly exceeds the cost of insurance on a wooden house; but several other factors are to be considered, such as painting and renewals. One of the greatest blessings in the construction of buildings for dwelling and business purposes is the modern development of cement concrete for foundations and basements.

A TEMPORARY injunction to prevent the State Industrial Board from enforcing the workmen's compensation law as amended by the recent legislature is asked in the United States Court by the Lower Vein Coal Co. of Terre Haute, Ind. The prayer is that the injunction be made permanent after the final hearing and that section 18 of the amended Act be declared unconstitutional. It is argued that the act violates the 14th amendment in that it deprives citizens of their property without due process of law, and also the constitution of Indiana.

Seven house bills revising the workmen's compensation law were passed by the Minnesota Senate April 19. The bills increase the percentage of wages allowed in compensation from 60 to 66 2-3 per cent of the wages; the percentages to dependent relatives in case of death are increased 5 per cent; unlimited amounts are allowed for medical attention in the discretion of the court; attorneys' fees are allowed, the requirements as to reports of accidents and settlements are more strict; the statute of limitations for starting actions is extended; a special fund for additional benefits in certain cases is provided. In every case of accidental death, where there are no dependents, the employer must pay \$100 to the state. This fund will be drawn upon for extra compensation where employes are partially disabled or totally disabled by another accident.

AMENDMENTS to the existing workmen's

compensation law in Illinois which have been agreed upon by representatives of organized labor and the Illinois Manufacturers' Ass'n have been introduced in the senate.

CREATION of a workmen's compensation insurance board to consist of three members appointed by the governor to administer a fund for compensation of workers injured while employed, is provided for in a bill introduced in the Illinois legislature by Representative Hicks of Rockford.

#### Plan of U.S. Shipping Board.

An outline of the proposed plan of the United States Shipping Board for the ownership and operation of the vessels built for the government has been given by Edward N. Hurley, Chairman of the Board, as follows:

snip and operation of the vessels built for the government has been given by Edward N. Hurley, Chairman of the Board, as follows: If this fleet built at government expense, were to be used now merely for the advantage of groups of ship operators with sufficient capital to purchase them, I would unhesitatingly advocate the retention of the whole fleet by the government.

vocate the retention of the whole fleet by the government.

The chief argument in favor of private ownership and operation is that a successful merchant marine depends not so much on ships, or money, or government aid, as it does on the existence of a large class of alert, resourceful and energetic men engaged in the shipping business. Mere mechanical efficiency of ship and shore plant, added to sound financial backing, is not enough. The man who enters the shipping business enters a battle against the wits of the world. He must have a genius for shipping. Fortunately the men now engaged in the shipping business in the United States are of that character. But there are not enough of them. We need many more. And it is clear that the number of such men can be greatly increased only under conditions of private initiative. The shipping business is a business of infinite detail and infinite technique; yet it calls for great courage and wide-ranging imagination. The formalities necessarily surrounding government operations are not suited to the successful conduct of a shipping venture, requiring quick decision, sudden reversals of policy, and the assuming of great hazards. The successful shipping man in an emergency consults no book of rules. He consults only his wits. So, it is contended, that only under private operation may we expect a further increase in the number of small, independent, skillful ship operators which we shall need more and more as the American merchant marine expands its activity upon the seas.

Furthermore, the establishment of a merchant

merchant marine expands its activity upon the seas.

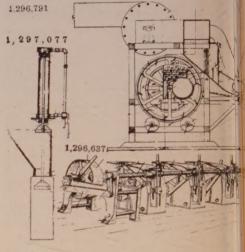
Furthermore, the establishment of a merchant marine under the American flag must take into account the difficulty of securing return cargoes. If ships must be brought back in ballast, the business cannot be profitable. In order that a round trip may be made without a considerable portion of it being in ballast, it may be necessary to engage in a triangular or polygon voyage. In order profitably to carry a cargo from New York to Australia, it may be necessary also to carry a cargo from Australia to Japan; thence a cargo to the Cape Verde Islands, with the short return trip in ballast to New York. Such operations require a degree of special negotiation and freedom from control to which government operations are entirely unsuited. They cannot be standardized. No rule can be laid down which a government employee could follow, for the conditions are constantly shifting, and in this tramp business the competition of the whole world must be met, facility with facility, and rate with rate.

A SUBSTITUTE for linseed oil with all the good qualities of the genuine article and the added one of inexpensiveness, has been discovered by a Swedish engineer working with purely Swedish raw materials. Manufacture of the new product will soon begin in a factory at Steckholm which will turn out 500 tons annually.

The time for filing corporation income and profits tax returns has been extended to June 15 under orders of Internal Revenue Commissioner Roper. The extension also applies to certain other returns required under the revenue law, but not to individual returns, except on special request for sufficient reasons. Early filing is urged in order that the interest charge of 1 per cent a month may not be included. Corporations taking advantage of this further extension must pay a sum equivalent to half the tax due on or before June 15, with interest on the deficiency of the first installment. This may include the first payment made on March 15.

## Patents Granted

1,296,637, Transmission Mechanism for Feigers Connected in Gangs. Emil R. Draw Richmond, Ind. This is a self-contained gar of machines having a common power drive shaft mounted in suitable bearings there a variable stroke ratchet mechanism on each



machine with a variable stroke connection be tween each ratchet and the common shaft as means for throwing the variable stroke coan nections independently into and out of action at will.

1,297,077, Packer for Stock Feed. Samue Claud Braud, New Orleans, La. An apparatus having a casing, means whereby a receptace to be filled may be supported with its mount beneath, and means traveling thru the casing for driving material therein into the receptace the combination of a hopper formed by extensing the side walls of the casing, the botton being inclined in order to direct the material into the casing and thru the delivery end the latter, the hopper having a portion of away to enable the operator to look beneath the material driving means when the latter in a retracted position.

1,296,791, Grain-Cleaner. Gustave W. Grebert, Mount Vernon, Ind., assignor of one-had to Samuel J. Miller, Mount Vernon, Ind. The device has a drum mounted for rotation, a fixed hopper with an open top extending into the drum which discharges downwardly directs upon the drum and with fixed baffles extending transversely of the hopper. There are movable baffles disposed below from the fixed baffles which are tiltable longitudinally of the hopper means for tilting the baffles; drum-carrie means for elevating material in the drum am depositing it in the open top of the hopper with means for applying suction to the hopper.

The Manufacture of adhesives from correcobs, one of the great waste products of American agriculture, according to a process developed by the United States Department of Agriculture is to be undertaken on a larg scale by a big Mid-West Hominy plant. This adhesive, which is a dark brown, gummy substance, may be used wherever a colorless adhesive is not required. The process of manufacture is simple and the yield large and should it replace all other adhesives, enucould be manufactured from 3 per cent of the corn cobs produced in the United State to meet the demand. As a substitute for starch, dextrine and flour paste, it would effect an enormous saving in these foodstuffs. Som of the by-products of corn cobs are crystalling glucose, alcohol, sugar and acetic acid, but whether or not the recovery of these will be warranted, can only be determined by the commercial development of the adhesives.

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Yours truly,

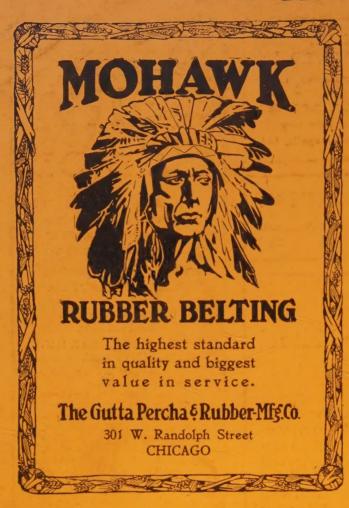
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